

FOR EUROPE & AMERICA
INDIA, AUSTRALIA, &c., and for
PRIVATE RESIDENTS AT THE
OUTPOSTS
A Comprehensive and Complete
Record of the NEWS OF THE FAR EAST
given in the
**HONGKONG WEEKLY
PRESS,**
with which is incorporated the
CHINA OVERLAND TRADE REPORT.
Subscription, paid in advance, \$12
per annum. Postage to any part of
the World \$2.

Hongkong Daily Press.

ESTABLISHED 1857

THE
DIRECTORY & CHRONICLE
FOR 1906.

Complete Edition ... \$10.00
Small ... 6.00

Orders may be sent to the
Hongkong Daily Press Office and
to the Local Booksellers

No. 15,072. 號二十七零千五萬一第 日三十月六年二十三緒光 HONGKONG, THURSDAY, AUGUST 2ND, 1906. 四拜禮 號二月八年六零百九千一英港香 PRICE, \$3 PER MONTH.

JOHN COTTON'S
FINEST SMOKING MIXTURE
Nos. 1 & 2.
(Medicine)
Sole Importers:
A. S. WATSON & CO., LIMITED.
CIGAR DEALERS & TOBACCONISTS
ESTABLISHED A.D. 1811.
GREEN ISLAND CEMENT COMPANY
PORTLAND CEMENT.
In Casks 375 lbs. net \$4.75 per cask ex Factory.
In Bags 250 lbs. net \$2.80 per bag ex Factory.
SHEWAN TOMES & CO.,
General Managers.
Hongkong, 1st October, 1905.

PHOTO SUPPLIES.
CAMERAS of the very latest patent.
EASTMAN'S KODAK AND FILMS.
W. BUTCHER & SONS' CAMERAS and
ACCESSORIES.
A. TACK & CO.,
26, DES VERTS ROAD.
FRESH STOCK of the best PLATES and
PAPER by every steamer. Prices very
moderate on application.
FURNITURE.
Hongkong, 25th May, 1906.

STORAGE.
FOR COAL, TIMBER, &c.
TO BE LET. a Portion of MARINE LOT
No. 245 at NORTH POINT. Suitable
for above Purpose. EXTENSIVE WATER
FRONT. DEEP WATER.
Also FOR SALE
Portion of MARINE LOT Nos. 31 & 32
on PRAYA EAST. Approximate AREA
43,000 SQUARE FT. 99 YEARS' LEASE.
For Particulars apply—
GEO. FENWICK & CO., LTD.
Hongkong, 8th June, 1906.

TYPEWRITERS
CLEANED, REPAIRED, OVERHAULED
**TYPEWRITING WORK UNDER
TAKEN.** Charges moderate.
F. A. V. RIBEIRO
(late of the Hongkong Typewriting Bureau)
34, Queen's Road Central (Second Floor).
Hongkong, 25th October, 1905.

COLD STORAGE.
THE HONGKONG ICE COMPANY, LTD.
have now 10,000 Cubic Feet of Cold
Storage available at EAST POINT. Stores will
be Open at 10 A.M. and 4 P.M. daily. Sunday
excepted to receive and deliver perishable goods.
WM. PARLANE, Manager.
Hongkong, 18th November, 1901.

PURE FRESH WATER.
**THE HONGKONG STEAM WATER
BOAT CO., LTD.** is prepared to supply
any Quantity of PURE FRESH WATER to
the Shipping, both for Deck and
Boilers.
Call Fbg-W.
J. W. KEW,
Hotel Mansions, 3rd Floor.
Hongkong, 8th August, 1905.

CARTRIDGES.
IMPORTED EVERY MONTH, THERE
FORE ALWAYS FRESH
**ELEY'S, SCHULTZ'S, AMBERITA
and KYNOK'S SPORTING
CARTRIDGES 8, 10, 12, 16, and 20 BORE
and NEWCASTLE CHILLED SHOT in
all Sizes, Nos. 10 to 5588. AIR GUNS and
AMMUNITION in Variety.**
WM. SCHMIDT & CO.
Hongkong, 29th November, 1902.

**AUTOMATIC MAUSER
PISTOLS.**
CALIBRE 7.63 mm.
WH. CHAMBER for 10 CARTRIDGES
FIRING 10 SHOTS in 2 SECONDS.
SIEMSEN & CO.
Hongkong, 3rd October, 1905.

DENTAL SURGEON.
G. DE PERINDORGE.
DIPLOMA: PARIS.
LATEST IMPROVEMENTS, INCLUDING
PORCELAIN FILLINGS.
HOTEL MANSIONS,
PEDDER STREET
a1353

LANE, CRAWFORD & CO.
TAILORING DEPARTMENT.
WE ARE NOW SHOWING
**SPECIAL LINES OF
THIN TWEEDS & FLANNELS
FOR EARLY AUTUMN WEAR.**
PRICE \$35 THE SUIT.
SEE WINDOW.

LANE, CRAWFORD & CO.
Hongkong, 1st August, 1906.
HIRANO.
THE LEADING MINERAL WATER OF THE EAST.
THE HIRANO MINERAL WATER CO., LD., KOBE.
AGENTS: **F. BLACKHEAD & CO.**
Hongkong, 16th August, 1905.

**FOR
BATHING PARTIES.**
APRICOT BRANDY.
BLACKBERRY BRANDY.
CHERRY BRANDY.
CHERRY WHISKY.
CHERRY GIN.
SLOE GIN.
PEPPERMINT.
CALDBECK, MACGREGOR & CO.,
WINE AND SPIRIT MERCHANTS,
15, QUEEN'S ROAD CENTRAL.
Hongkong, 12th July, 1906.

**THE
LAHMEYER ELECTRICAL CO. LD.**
LONDON.
**THE
FELTEN & GUILLAUME-LAHMEYER WERKE**
FRANKFURT A/M.
FOR ESTIMATES OF ELECTRICAL INSTALLATIONS OF ANY DESCRIPTION
Apply to **SIEMSEN & CO., SOLE AGENTS FOR CHINA.**

CUTLER, PALMER & CO.
WINE & SPIRIT MERCHANTS,
LONDON, INDIA, CHINA, JAPAN AND AUSTRALIA.
ESTABLISHED 1815.
BRANDY * * * * * For Case, \$22.50
" * * * * * 20.00
" * * * * * 16.75
WHISKY, FINE MALL - 20.00
" **JOHN WALKER & SONS'**
OLD HIGHLAND - 12.50
" **G. P. & CO'S SPECIAL**
BLEND - 10.50
PORT WINE, INVALIDS - 20.00
" **DOURO** - 13.75
SHERRY, AMOROSO - 20.00
" **LA TORRE** - 16.00
BENEDICTINE, D.O.M. - 40.50

THE ABOVE EXCLUSIVELY SHIPPED TO
SIEMSEN & CO.
HONGKONG AGENTS.
51a

PEERLESS SCOTS WHISKIES
OF
HAIG & HAIG, LD., DISTILLERS SINCE 1679.
3 Star Special—The finest of all "Peg" WHISKIES at ... \$13.00
5 Star Special—Exquisite, best in the World for Club or Private use at ... \$22.00
Stop drinking rank, smoky stuff, because "it comes through the Soda."
Try HAIG & HAIG'S WHISKIES: pure, mellow matured, non-smoky, delicate flavor.
Once tried, preferred to all others. Sole Agents for Hongkong:
1137 **F. BLACKHEAD & Co.**

KELLY & WALSH, LD.
A DOUBLE MARRIAGE, by Louis Cleave \$1.75
THE ENEMY IN OUR MIDST, THE
INVASION OF ENGLAND, by Walter
Wood ... 1.75
A HUMAN FLOCK, by Eliza Hocking ... 1.75
THE SPIRITS OF VICTORY, by B. P.
Neuman ... 1.75
MY JAPANESE PRINCESS, by A. C. Guster ... 1.75
FROM A CORNISH WINDOW, by Q. ... 1.75
THE SAINT, by Antonio Fogazzaro ... 1.75
HARLEY GREENOAK'S CHARGE, by
Lertion Milford ... 1.75
LADY BETTY ACROSS THE WATER, by
C. N. and A. M. Williamson ... 1.75
THE UNDERTAKER'S FIELD, by H.
Compton ... 1.75
THE GREAT WEATHER SYNDICATE, by
Geo. Giffith ... 1.75
DETAILED TALKS FOR THE SEVERAL
COLONIES: HOUSES, AREA AND
POPULATION, CLASSIFIED ... 2.75
THE NEW RUSSIA, by Lionel Deek ... 4.00
ACTIVE SERVICE POCKET BOOK, by Li.
E. Stewart (West Kent Impl.
Company) ... 2.00
GERMAN WAR OFFICE MAP
KWANGTUNG ... 1.50
FRENCH WAR OFFICE MAP
CANTON ... 1.50

JAPAN COALS.
**mitsui BUSSAN KAISHA
(MITSUI & CO.)**
HEAD OFFICE—1, SUNDOO-CHO, TOKYO.
LONDON BRANCH—34, LIME STREET, E.C.
HONGKONG BRANCH—PELSON'S BUILDINGS, 100, HOUSE STREET
OTHER BRANCHES
New York, San Francisco, Hamburg, Bombay, Singapore, Sourabaya, Manila, Amoy, Shanghai,
Cebu, Yokohama, Newchwang, Port Arthur, Seoul, Chemulpo, Yokohama, Yokoeha,
Nagoya, Osaka, Kobe, Kure, Shimonoeki, Moji, Wakamatsu, Karatsu, Nagasaki,
Kuchino, Sasebo, Matsuyama, Hakodate, Taipei, &c.
Telegraphic Address: "MITSUI" (A.B.C. and A 1 Codes)
CONTRACTORS OF COAL to the Imperial Japanese Navy and Arsenal and the State
Railways; Principal Railway Companies and Industrial Works; Home and Foreign Mail
and Freight Steamers.
SOLE PROPRIETORS of the Famous Mito, Tagawa, Yamano and Ida Coal Mines; and
SOLE AGENTS for Hokoku, Hondo, Kanada, Fujinokuni, Mameda, Manoura, Onoura Otawaj,
Sasabara Tsukubara, Yoshinokuni, Yoshio, Yunkubara, and other Coals.
S. MINAMI, Manager, Hongkong

**MACKIE'S
WHITE HORSE CELLAR**
THE UNRIVALLED SCOTCH WHISKY
\$14.00 PER DOZEN.
LANE, CRAWFORD & CO.
SOLE AGENTS.
W. BREWER & CO.
23 & 24, QUEEN'S ROAD.

Little Folks, new volume ... \$2.50 and \$3.50
Diseases of Infancy, by Barrett ... 3.50
A Select Glossary of English Words, by
Dr. Trench ... 1.75
The Thompson Street Poker Club: fully
illustrated ... 0.70
The Pool of Quality, by Brooke ... 3.50
My Japanese Princess by Guster ... 1.75
Very Small Pocket French Dictionary
Leather Bound, 2 Vols. ... 1.00
5,600 Words Frequently Mis-spelt ... 0.70
The All Cocker Book ... 1.75
Tangled Trinites ... 1.75
Statesman's Year Book ... 7.75
The Complete Cricketer: illustrated ... 2.50
Brassie's Naval Annual ... 11.00
Clowes' Naval Pocket Book ... 5.50

**HONGKONG
BUSINESS DIRECTORY.**
BOOK BINDING.
"DAILY PRESS" OFFICE.
The only office in China having European
taught workmen Equal to Home
work.
IRON MERCHANTS.
SINGON & CO.
Iron, Steel, Metal and Hardware
Merchants. Wholesale and Retail
Ironmongers, Pig Iron and Foundry.
Coke Importers. General Store-
keepers and Commission Agents
35 & 37, Hing Leong Street
(1st Street West of Central
Market, Telephone No. 515.

PHOTOGRAPHER
M. MUNEYA, JAPANESE ARTIST.
Bromide and Crayon Enlargements and
also colouring Photos and relief Photos.
Views of China and Manila. Work
done for Amateurs; No. 84, Queen
Road Central.
PRINTING.
"DAILY PRESS" OFFICE
Proofs read by Englishmen

**DAVID CORSE & SON'S
MERCHANT NAVY
NAVY BOILED
LONG FLAX
RELLANCE CROWN
TARPAULING
ARNHOLD, KARBORG & CO.**
Sole Agent.

INSURANCE
THE STANDARD LIFE OFFICE.
(ESTABLISHED 1825.)
Over
\$22,000,000
Paid in Claims.
THE Standard is the only British Life Office
having a Local Board of Directors in the
Far East with full powers to accept Proposals,
pay Surrenders and Claims on the spot without
reference home.
The Oldest and Cheapest Company in the
East.
a1348-2] **DODWELL & CO., LTD.**
Agents.

HONGKONG HOTEL
FIRST-CLASS AND UP-TO-DATE.
Dining accommodation for 300 Persons
163 Bedrooms
Elegantly Furnished Reception Rooms
Private Bar and Billiard Rooms for Hotel
Residents
Hydraulic Lifts to each Floor
Electric Lighting and Fans
Every Comfort
Ladies' Afternoon Tea Rooms
Ladies' Cloak Rooms
Matrons in attendance
CHARGES MODERATE, AND NO EXTRAS
a44 **H. HAYNES, Manager.**

KING EDWARD HOTEL.
A HIGH CLASS PRIVATE HOTEL.
Ladies' Afternoon Tea Rooms.
Private Bar and Billiard Rooms.
Hot and Cold Water throughout.
Electrically Lighted, Electric Fans (if
required).
Electric Passenger Elevator to each floor.
Table D'Hôte at separate tables.
For Terms, &c., apply to the—
MANAGER
Telephone, 24th July, 1905. a1459

"BOA VISTA"
(HOTEL-SANITARIUM OF SOUTH
CHINA).
MACAO.
HAS been recognized under European
management and most strict supervision
as to food, cleanliness, and hygiene of the place.
All comforts of a home.
A most pleasant retreat for those desiring of
a few days' rest and quiet.
Comfortable accommodation for travellers
paying a visit to the historical and picturesque
city of Macao.
Macao is 40 miles south-west of Hongkong.
One steamer (s.s. *Hongkong*) daily to and
from Hongkong, and two steamers to and from
Canton, give easy communication with both
these centres.
An Orchestra plays during Dinner on
Saturdays.
Cable Address—"BOA VISTA."
For Terms, apply
a221 **THE MANAGER.**

VICTORIA HOTEL.
SHAMEN-CANTON.
On the British Concession.

MACAO HOTEL.
MACAO, CHINA.
In the Centre of the Praya Grande.
Both Hotels under experienced European
Management.
Every Comfort and Convenience for Resident
and Tourists.
a1187 **WM. FAIRNER**
Proprietor.

**HONGKONG HIGH-LEVEL TRAV-
WAYS COMPANY, LIMITED.**
IN LIQUIDATION.
TIME TABLE.
WEEK DAYS.
7.00 a.m. to 8.00 a.m. ... Every 10 minutes.
8.00 a.m. to 8.30 a.m. ... Every 15 minutes.
8.30 a.m. to 9.00 a.m. ... Every 10 minutes.
9.00 a.m. to 11.00 a.m. ... Every 15 minutes.
11.30 a.m. to 12.45 p.m. ... Every 15 minutes.
12.45 p.m. to 1.15 p.m. ... Every 10 minutes.
1.15 p.m. to 1.45 p.m. ... Every 15 minutes.
1.45 p.m. to 2.15 p.m. ... Every 10 minutes.
2.15 p.m. to 3.00 p.m. ... Every 15 minutes.
3.30 p.m. to 5.00 p.m. ... Every 15 minutes.
5.00 p.m. to 8.00 p.m. ... Every 10 minutes.
NIGHT CARS.
8.45 p.m. & 9.00 p.m. ... 9.45 to 11.15 p.m.,
every 1 hour.
Extra cars at 11.30 p.m. and 1.15 p.m.
SUNDAYS.
4.00 a.m. to 9.00 a.m. ... Every 15 minutes.
9.00 a.m. to 10.30 a.m. ... Every 30 minutes.
10.30 a.m. to 11.00 a.m. ... Every 10 minutes.
10.30 a.m. to 11.00 a.m. ... Every 10 minutes.
12.00 Noon to 1.00 p.m. ... Every 10 minutes.
1.00 p.m. to 5.00 p.m. ... Every 15 minutes.
6.00 p.m. to 6.00 p.m. ... Every 10 minutes.
6.00 p.m. to 7.00 p.m. ... Every 15 minutes.
7.00 p.m. to 8.00 p.m. ... Every 10 minutes.
NIGHT CARS at 8.45 p.m. & 9.00 p.m., 9.45 to
11.15 p.m., every half hour.
SPECIAL CARS by arrangement at the Com-
pany's Office, Alexandra Buildings, Des Voeux
Road Central.
JOHN D. HUMPHREYS & SON
Liquidators.
Hongkong, 18th July, 1905. 769

MEMORANDA FROM MACAO.

(CONTINUED).

"Run down," said the doctor as he ordered me to Macao, there to enjoy a *dolce far niente* existence for a week. My sympathetic employers concurring with his verdict, I booked my passage last week by the comfortable river steamer *Winglo*, which is commanded by that good man Captain Austin, R.N.R. The trip was a pleasant one, but uneventful (no pirates), and as soon as we were alongside the wharf at Macao, I made my way to one of the hotels. A few days I spent rambling about among the ruins (Macao is nearly all ruins), and then decided to visit one of the famous shops having been told that I could easily induce the proprietors to give me a lot of money as a souvenir. Accordingly, on the morning of the third day, after an early breakfast, I sought one of the gambling saloons. After wandering through tortuous streets and lanes more "up along and down along" than any in Cornwall, and steering safely between the *Seilla* of many beggars and the *Quaydis* of many fragments of putrid fish, I found a first-class gambling house and entered. My entrance was heralded with a salvo of crackers from the street which blazed and spluttered so long that the game had to be temporarily stopped. The Chinese, I was told, were bombarding the *plague* germ. I believe it was a drawn battle. On play being resumed, I observed for the first time the fascination of the game of *fantau*. The table on which we looked down was surrounded by a crowd of Chinese whose eyes were riveted on the cash as they were slowly counted in. No. 3 turned up, but from the solid furore going at the table it would be impossible to tell which were winners and which losers. A few of the lucky ones gathered in their winnings and departed, while some of the losers, concludingly pined over their watches or bangles (gambling dens are pantries), in which they rained a little money. This they would stake on the number they expected to turn up next, and if they lost, depart with apparent unconcern. There were a few Europeans in the shop who were not so stoical. As No. 3 turned up again I noticed a big man, who had a small voice, breathe what appeared to be a sigh of relief. He received his winnings, but on counting the money said it was not correct. The "boy" who paid it maintained that it was, and as all the Europeans' efforts to get what he considered his due were proved futile, he grew very angry. "Take the adjutant lot," he said, as he threw the handful of silver in the boy's face and left the house. Evidently it was "easy come, easy go." Quietness then reigned for a time, but was again broken by the noisy appearance of a dark complexioned young man, who apparently regarded Macao as his god of luck. He staggered towards the table brandishing a roll of notes in the air and "guessed" he was going to "break the bank." He was of a very sociable disposition, and spared no pains to show his friendship toward all around him. After calling for beer in Chinese, he mentioned casually to an admiring public that he had not spoken Chinese for ten years. It was admitted that, in view of this long interregnum, he pronounced the word for beer with an charming accent. He staked, and lost. A second loss quite destroyed his equanimity, and I regret to say that he told the banker what he thought of him in language less polite than he had hitherto employed. Other players could not grasp his point of view, and the result was that he was physically persecuted to seek fresh air. Having seen enough to satisfy myself that gambling with the Chinese is a disease which cannot be eradicated, and having failed to draw the bonus that my friends had promised me, I left the saloon, intending to take a quiet stroll home.

Circumstances, however, turned my step in another direction. An alarm of fire was sounded, and following the crowd, I emerged on the *Praya Grande*, where several matchless, one of which was a Chinese temple, were burning fiercely. I was astonished to see such a large crowd at Macao, and still more astonished to see how placidly they watched the conflagration, not a man offering the least assistance. It seemed to me that I had been watching the fire for about twenty minutes when a shout, such as may have gone up when the walls of Jericho fell, coupled with a shifting of the searred ranks of the gaping crowd, heralded the arrival of the fire engine. I had hitherto believed that Hongkong's initiation engine could not be beaten, but now I beheld one with which that antique curio is not to be compared. If Macao is the most ancient settlement in China, its fire engine must be entitled to equal veneration. It was, as the legend on its side proclaimed, "made in Germany." But the fire is at its height, so I must follow events. The hose is quickly run out, one length into a well close by, while the nozzle at the end of the other length is pointed at the flames. Then the fire-fighters get the pump levers in motion and after great exertion a quite perceptible trickle of water is observed stealing out of the nozzle. Cheers herald this discovery, and prodigious exertions to multiply the trickle into a spasmodic squirt. But the water comes too late, for the fire has burnt itself out. The Chinese managed to save a few of their cherished "josses," while the Portuguese police who endeavored to stem the tide of fire were severely bruised or burned, because a cruelly sarcastic bystander said, "They were too slow to get out of their own way. From what I saw, I think it fair to admit that their efforts to combat the fire were valiant, but (difficult though it may seem for firemen) they have yet to learn to 'keep cool'."

As such exciting scenes were not conducive to the health of an invalid, I decided for the remainder of my stay to dwell among the ruins and "hold communion with the living dead." With returning health and spirits revived, I have returned to Hongkong, and trust soon again to visit the "Gem of the Orient." But I do not think it is a good place to recuperate from financial delinquency.

REVIEWS.

Meetings of a Chinese Mystic, being selections from the philosophy of Chuang Tzu. London: John Murray.

This is a pleasant addition to the useful "Wisdom of the East" series, one third of the book being an introduction specially written by Professor Giles. The book, tastefully bound and arranged, with appropriate type, wide margins, and other carefully thought out features, is likely to attract many who would not otherwise be tempted to stray in the fields of Chinese distinctive philosophy. The translation of "Tao" as "God" should also draw the reader.

Alphabetical, by ANGUS HAMILTON. London: William Heinemann, 1906, 25s.

Over five hundred pages of solid information about a very interesting and important country and people make this work rather a monument of research and patient labour than an attractive book for the general reader. The very numerous and particularly interesting photographs, however, tempt the fastest reader to dip here and there, and the dips become hour readings incessantly. As a work of reference it surpasses nearly all the previously existing works, as it gives all that they had worth retaining, and much more added by the author, who seems thoroughly acquainted with his subject. He begins with the Ononburg-Tashkent railway, and notes the gradual and unfortunately practically overlooked advances of Russia to the borders of Persia. (This style, by the way, is a little heavy, and the author is addicted to little slips like "the forward advance of Russia.") We get geographical descriptions, political history, in every type, trade statistics, and, in fact, the fullest information on all sorts of matters as we go along. Through the *Khanate of Bokhara* and *Merv* we travel always noting facts and figures as we go, and particularly the close lead of Russia everywhere, along the northern border, and strike the *Marginal Valley* railway. Everywhere we are asked to note the remarkable energy of Russia; we also gain lively impressions of the turbulent natives of this valley. Famous *Horat* and the Western border next claim attention, and the brain reels with the news and dates and dimensions that are presented in rapid succession. "In general the *Horat* is not a fighting man and cares little for military apparatus. Indeed, if they were left to the *Horat*, they would sooner surrender at once to the Russians than run the risk of future disturbances." *Horat* is a dirty town. We traverse the Eastern border and come to *Kandahar*. "Hitherto the employment of the *Bokharan* for guerrilla and frontier duty in *Darwaz*, *Shiguan*, and *Roshan* has been quite a feature of the Russian disposition along the Oxus. Drilled by Russian instructors and armed with modern weapons, these territorial troops are regarded by the Russians as the equal of the *Afghan* soldiers." But it is not likely that they would trust them. "The export trade of *Sabzawar* on the road to *Kandahar* has an annual value of 1,500,000 rupees Indian, and the revenue of the district is 35,000 *tanams* in cash, and 200,000 *tanams* in grain." Are we expected to remember facts like these? *Kabul* and *Turkistan* and other districts are similarly treated, with more political history; and then we come to study the system of administration, revenue, trade, and Russo-Afghan trade (more interesting this, but not leading itself to quotation, and it seems that Russia is a keen trader as well as territory hunter. *Kabul*, its palaces and court life, its bazars, etc., has a long and interesting chapter to itself, and the history of Anglo-Afghan relations is illuminatingly unfolded. The last hundred pages contain a mass of useful information in tables, correspondence, treaties, etc.

The House of Sacred Content, by L. T. MEADE. London: George Bell & Sons. This is rather "small beer," but very refreshing. Although the story runs in a comparatively narrow domestic groove, and although the author contrives to do without a villain, the "House of Sacred Content" holds the reader's attention and interest from almost the very beginning. The theme is not particularly new, two lovers at cross purposes till the end, of the novel, but it is well handled.

La Belle Dame, by ALICE MURPHY. London: John Long.

A powerfully written novel, with a true dramatic ring running through it. The action centres round the evil machinations of a beautiful but wicked woman, who schemes for her own advancement in the most unscrupulous manner. As a counterforce there are two innocent girls who are terribly wronged by this designing woman. But in the end her wickedness is unmasked and she dies by her own hand. All the others are righted and the reader is satisfied with a happy ending.

A Young Man from the Country, by MADAME AUBREY. London: George Bell & Sons. One feels inclined after reading this novel to agree with the oft-expressed dictum that it is more difficult to select an appropriate title than to write an interesting story. The author presents an attractive novel. She imparts an air of mystery which is absorbing, and when the denouement comes one hardly knows whether to feel glad or disappointed that there is nothing more sensational in the mystery. Here also we meet with no deep-dyed villains: nothing more terrible or shocking than the hollowness of society people. Altogether a readable book, though the title be inappropriate.

Why should the modern poet, alone of all artists, be expected either to outclass the classics or for ever hold his peace? Is there no room in poetry for the cow, comfortable, carpet-slipper type of talent that is not only tolerated, but positively belauded in all other branches of literature?

POLICE COURT.

Wednesday, August 1st.

BEFORE MR. H. H. J. GOMPERTA
(FIRST POLICE MAGISTRATE).

FEMININE CUNNING.

Wong Fuk-tong, dentist, was arraigned on a charge of robbery with violence from a Chinese woman residing at Station Street, Yau-mati.

The complainant said the defendant, with two other men, called at her house and told her they wanted to engage a cubicle. She asked them to enter. They complied, and as soon as the door was closed seized and bound her. They then informed her that they did not wish to hire a cubicle, but wanted her valuables. Defendant told her they would not stab her to death if she opened her box and handed over her goods. Without giving her an opportunity to comply, however, the defendant forced up the lid and took jewellery and money to the value of \$74. The robbers then left, threatening to kill her if she raised an alarm. As soon as she freed herself of her bonds, she reported the matter to the police.

Defendant denied committing the robbery. He admitted that ill-feeling existed between the complainant and himself. When he called to see her she tried to create a disturbance, but being a woman, he felt that he would be at a disadvantage if he quarrelled with her.

After further witnesses were called for the defendant, his Worship asked him if he wished to be awarded compensation for the false charge brought against him.

Defendant said he did not.

His Worship (to complainant)—I have come to the conclusion you have been telling lies, and have given false evidence throughout. I will discharge the defendant and fine you \$50, in default two months' hard labour.

THE RETURN OF THE GERMAN JOURNALISTS.

In a friendly article upon the visit of representative German journalists to England the *North-German Gazette* expresses the opinion that the experiences of the visitors may help to smooth the path by which the two nations might be brought closer to one another. At the same time, the semi-official points out, with special reference to the declarations of the German Ambassador, Count Wolff Metternich at the Mansion-house, that whatever may be the results of the visit it cannot in any way prejudice existing friendships.

The journalists, as may easily be imagined, were greeted by sight-seeing and by interesting social functions to an extent which left them little time to record their impressions while they were still on English soil. General retrospects are a beginning to appear and articles conceived in an excellent spirit are published, for example, by the *Cologne Gazette* and the *Neuwied-Zeitung*. These articles, which no exclusively emphasize the political relations of the two countries, but lay stress upon the advantage of mutual knowledge, on the part of the two great powers, would well repay reproduction and dissemination by the advocates of international unity.

The deepest impression seems to have been produced on the minds of many of the German guests by their visit to Stratford-Avon, and there is evidence of genuine emotion in the feelings with which they approached that shrine which draws the hearts of all the world and particularly of Germans. In some of the reflections on the visit the opinion is expressed that the common experiences of the past fortnight are calculated to mitigate the bitterness of controversy; not only in the international arena, but also at home, where it has seldom or never happened that the representatives of such totally divergent political and social views have met upon a common basis and associated without the slightest friction.

ARMY NEWS.

The following were issued in an Indian Army Order:—Employment of Gurkha pensioners: It being come to notice that the demand for Gurkha pensioners of the Native Army, for employment in civil life, is larger than the supply, the Commander-in-Chief desires officers commanding Gurkha battalions to make it more generally known to men transferred to the pension establishment that there is a possibility of work being found for men of good character on application to the Recruiting Staff Officer for Gurkhas.

Officer services: The Secretary of State has been pleased to approve of officers of the Indian Army who served with unblemished distinction in the South African war, reckoning such service towards the two years' service of India which is allowed to count for Indian pension, in respect of whether they are transferred to the regular forces from the unblemished Militia, with or without a break of continuity. In certain cases also officers may reckon their services in South Africa under such circumstances towards promotion. Officers who served with the unblemished Militia, Imperial Yeomanry or Colonial contingents, and who may be affected by the above decisions, should submit their applications, with details of their service, through the usual channel to the Secretary to the Commander-in-Chief.

AN UNPOPULAR PROPOSITION.

A Wachen dispatch states that H. E. Chuang Yau-kun, the Acting Consul of the Tientsin Consulate, has lately become most unpopular amongst the gentry and people of that province, on account of an offer he has made to the Governor, H. E. Liu Shao-min, to borrow through the French Consul at Lungchow the sum of eight million taels. This money, it is stated, is needed for public works, such as water-works, electric lights, telephones, model roads, etc. At Nanking, when that city is made into the new provincial capital of Kuangsi in place of the city of Kiu-shin, which, statistically speaking, is at the mercy of the first enemy in time of war. Although all enlightened Chinese in Kuangsi are aware that this money is urgently needed, still the idea of a foreign loan, especially a French one in that part of the Empire, is most repugnant to all but a few interested natives, and the feeling is that the city of Nanking must go without these public works for the present since the money needed is not forthcoming from home sources. With this spirit, which at present is almost universal in China, it is dangerous for anyone to propose a foreign loan, and a mandarin who does so, becomes a marked man. —N.C. Daily News.

THE RICE TRADE.

Exports of rice (says the *Indian Trade Journal*) represent 63 1/2 per cent. of the total value of food grains exported from India and 11 1/2 per cent. of the value of all Indian produce exported. The following statement shows in thousands of hundred weights and in value the exports during each of the last five years:

	Cwts.	Value Rs.
1901-02	34,021	1,941,89,658
1902-03	37,155	18,80,00,070
1903-04	45,002	19,08,25,333
1904-05	49,418	19,63,22,120
1905-06	51,638	18,63,52,202

In 1905-06, the total export to foreign countries exceeded by 13 per cent. in quantity, but only 4 1/2 per cent. in value. This difference is due to a rise of 5 1/2 per cent. in the average declared value. But the exportable surplus of rice depends not so much on the crop of rice as on the other food crops, though, about the country and on the greater or diminished demand that may arise for rice in substitution for those others. Some gauge of this factor may be found in the shipment of rice from Burma to India proper. The amount in 1905-06 to 4,000 tons, which marks an advance of no less than 13,000 tons or 5 1/2 per cent. on the figures of the previous year; and the great part of that increase arose since the new crop came in, and with a price a good deal stronger than at the same date in 1905 it would be reasonable to expect that, with a Burma crop not greatly exceeding that of the previous year, the surplus available for export to India will contract. In the three months January to March, 1906, India took no less than 242,000 tons from Burma, in part of this going as usual to Bombay and Madras.

Japan retains its position as the largest purchaser of Indian rice, but there has been a fall to 6,531,500 cwt. this being nearly 29 per cent. less than in the previous year. The largest quantity taken by Japan in any one month in the past year was 1,433,000 cwt. in February, 1906. The other principal customers are Ceylon and the Straits Settlements, each of which in the past two years has taken fairly equal and constant amounts varying between 1,000,000 cwt. to the Straits and 6,500,000 to Ceylon. The latter island takes a considerable proportion of the unshelled rice exported, which in 1905-06 amounted to 2,000,000 cwt. of which is 1,226 lakhs. In 1905-06, the total quantity of rice is 102 per cent. more than in 1901-02, while the value has risen from Rs. 257 lakhs to Rs. 344 lakhs, representing an addition of 20 per cent. and an increase of average value by about 9 per cent.

The growth of the practice of direct shipment tends to diminish the exports to the Straits as a distribution, and in 1905-06 they declined by a further 7 1/2 per cent. to a value of Rs. 206 lakhs. Of Western countries it is somewhat more difficult to speak with confidence regarding recent figures, because the major portion of the large quantities shipped to Egypt are really sent there "for orders," and may on adjournment (which is now carried out when the information becomes available) be assigned to a number of other heads, so specifying each of them. The most important Oriental buyer of rice is Germany. The quantity taken by the United Kingdom in 1905-06 fell away to 13,185 tons with a value of Rs. 1,911 lakhs, while Germany took 28,169 tons with a value of 197 lakhs. The direct shipment to Austria-Hungary declined from 198,231 tons to 122,134 tons with a value of only 87 1/2 lakhs, while Holland received 125,671 tons with a value of 80 lakhs.

THE TUNGAN MURDER CASE.

An Amoy dispatch reports the arrival yesterday at that port on the 13th instant, of three of the men implicated in the murder of a British subject on the 6th inst., in the district of Tungan, Cheuchan prefecture, province of Fuhien. The prisoners were brought down to Amoy guarded by a squad of soldiers, under the command of an official named Wang who had been sent to Tungan by the provincial authorities to investigate matters and try those who had been arrested either on suspicion or on the charges of being implicated in the murder. Accompanying the party was also the district magistrate of Tungan, Tzu Chin-shia, who is in danger of dismissal and loss of rank unless he succeeds in effecting the arrest of the murderers. The prisoners were turned over to the marine sub-prefect of Amoy for further trial. It will be remembered that the murdered gentleman was a member of a family of high social position, and was a native of the district at the time of the murder. An indemnity of 25,000 is demanded by the British authorities on behalf of the family. —N.C. Daily News.

THE TSAR AND THE SITUATION.

To those who try to solve the mystery of Russian politics it becomes evident that in the great surface current of reform applying forces which create eddies and whirlpools that threaten to engulf the ship of State. The strongest of these swirling currents finds its origin in the personal element, which is very largely unable to come to grips with the great imperious and ill-defined movement for freedom. The eddies have been long swirling in the Duma to make a personal appeal to the Sovereign. The *Reich* devotes a long article to elucidating reasons why such a step is impossible. Prince Cussak explained them in his great speech when he said that the Duma had from the beginning endeavored to raise the Imperial Crown above the eddies and eddies and safeguard it from the consequences of the mistakes of the majority of the danger involved by departing from the great principle that the King can do no wrong, but all Russia, including the peasant, also realizes that the persistence of the personal element may render this standpoint untenable. The personal element makes of the insubordination of one particular, but also an event of greater though still insufficiently carried significance because that has happened during the last few years. The personal element completely misconstrues the character of the National Assembly, merely because a handful of demagogues indulge in a senseless bluster. The personal element prevents the advent to office of men who enjoy the confidence of the nation and are alone able to save both Russia and the dynasty from disaster. The Tsar will go on a yachting cruise off the Finnish coast, there to find calm and repose to strengthen him for the greater change which his edicts and traditions render so hard for him to accept. The Tsar has ceased wearing the *Proebrensky* uniform. A personage belonging to the Court relates that when his Majesty heard of the mutiny he displayed deep emotion, exclaiming, "My own battalion." This is referred to the fact that he had commanded it. Nothing that has happened in Russia up to the present has so profoundly grieved and impressed the Sovereign.

KODAKS AT HOME PRICES.

No. 3 FOLDING POCKET KODAK (23-12-64) \$38.00
" 4 CARTRIDGE " (25-15-04) \$60.00

LONG. HING & CO.

No. 17, QUEEN'S ROAD.

HAVE YOU TRIED

"BLATZ"

THE STAR MILWAUKEE BEER:
AMERICA'S BEST.

PER CASK, 10 DOZEN PINTS \$27.00

DOZEN PINTS 2.25

SOLE AGENTS:

H. PRICE & CO.,

WINE MERCHANTS,

12, QUEEN'S ROAD CENTRAL.

ROBBERY ON THE STR. "INDIAN."

MARITIME OF SHANGHAI POLICE.

When the East Asiatic Company's str. *Indra* arrived at Shanghai on July 26 from Japan and Yokohama the police flag was hoisted and a police boat on board and found that a third-class passenger named T. J. Wells had been robbed of all his money on the way from Japan. It appears that Mr. Wells had sixty-five sovereigns in his possession, and one night when he retired to his cabin he found that he had been open and all his money taken. He informed the captain of his loss, but the thief could not be found. The police ascertained that one of the firemen on the ship had gone ashore. Inspector McDowell immediately returned to Shanghai and instituted inquiries. At one of the cash-shops in Broadway the trail of the fireman was picked up, the money-changer announcing that a foreigner had been previously changed thirty-eight sovereigns into local currency. Inspector McDowell paid visits to all the restaurants and hotels, finally running his man to earth in the Grand Oriental Hotel. On being searched \$300 was found in the suspect's possession, and later, it is said, he admitted stealing the money and changing a portion of it. Inspector McDowell again visited the *Indra* and there arrested another fireman. They also found the balance of the cash in an oil-lamp which was in the cabin-room. The names of the men now in custody are Fastman, an American, and Nielsen, a Dane. One of them had a ticket for a passage to Singapore by the German mail. Mr. Wells was indeed fortunate to get practically all his money back so promptly. The prisoners were to be brought up before the Danish Consul.

ENCOURAGEMENT OF HOME INDUSTRIES.

The Shanghai, or Ministry of Commerce, has issued a circular order to the Viceroy, Governors and Directors-General of Railways of the various provinces of the Empire, urging upon them the necessity of one urging home industries, especially in regard to the purchase of iron and steel from the Hanyang Iron Works, opposite Hankow. Since the construction of railways in the Empire, all the steel rails and sleepers that have been, and are being, used have been purchased from abroad, thus sending a considerable sum of money out of the country. Some of this can be kept within the Empire by encouraging the home industry at the Hanyang Steel and Iron Works, and the Shanghai urges that it should be the duty hereafter for all officials throughout the Empire to obtain all the iron and steel articles of use needed by them, whether for railways, mines or armaments, from the Iron and Steel Works in question. Proper notices given to these in charge of the works will ensure the prompt fulfilling of all orders. In the case of iron or steel pieces needed which may not be commonly available in the market, it is only necessary to send the specifications. Thus encouraged the Hanyang Works, it is concluded, will be enlarged and the plant made equal to that of the finest iron and steel works abroad. —N.C. Daily News.

THE POPULAR INQUIRY.

MORE ABOUT THE FARM COLONY.

Further violence was given on July 2 before Mr. J. S. Day, chief Local Government Board Inspector for the Land district, sitting at the Police Workhouse, with reference to the charges of extravagant administration made against the Board of Guardians for that district. The superintendent of the Farm Colony again took his turn in the witness box, and was examined by the Inspector. He said that last year ten acres of potatoes and one acre of peas were grown, 4 1/2 cwt. of peas and 25 of potatoes was the year's product. There ought to be some subsidiary occupation for the men. Up to the present 1,650 had been in residence, they got money from their wives. In one case a man threatened his wife if she did not send him money. Witness had seen three letters to men on a mining postal order.

Some of the men went to London to join unemployed processions. The fares were paid by the Guardians on one occasion.

The Inspector here read a letter from Mr. Long, the Clerk of the Guardians, to witness, informing him, with regard to the colonists who had come to London in December, 1901, to join the unemployed procession, that the Farm Colony had granted one day's leave to seven colonists for the purpose indicated, and had agreed to pay their return fares to Bromley, the fare being 11s. 8d.

Mr. Day: This is rather a peculiar position: the gangers get 17s. per week, the average weekly income of an Essex agricultural labourer, yet the colonists with their wives and families get more—15s. Witness proceeded to state that the cost per head had now been reduced to 9s. 9d. per week. On a given day per week had been knocked off, and meat for breakfast; two loaves of German sausage and cold beef and bacon.

Mr. Robb: Counting German sausage as meat, the colonists had meat three times a day? —Yes.

The inquiry was again adjourned.

BABY COVERED WITH HUMOUR

Ears Looked as if They Would Drop Off—Body Entirely Covered with Sores—Three Doctors Could Not Cure—Child Grew Worse.

CURED BY CUTICURA IN TWO WEEKS

Mrs. George J. Steese, of 701 Colburn St., Akron, Ohio, tells in the following letter of another of those remarkable cures of torturing, disgusting skin humours daily made by Cuticura Remedies, after physician, and all else had failed. "I feel it my duty to parents of other poor suffering babies to tell you what Cuticura has done for my little daughter. She broke out all over her body with a humour, and we used everything recommended, but without results. I called in three doctors, they all claimed they could help her, but she continued to grow worse. Her body was a mass of sores, her little face was being eaten away, and her ears looked as if they would drop off. Neighbours and friends all said, 'Poor little girl, she will never live.' I had used half of the cake of Cuticura Soap and the box of Cuticura Ointment, the sores had all healed, and my little one's face and body was as clear as a newborn babe's. I would not be without it again if it cost a fortune instead of the small sum it cost us to cure our baby, after spending much money on doctors and medicines without any benefit whatever."

SLEEP FOR BABIES

Rest for Tired, Fretted Mothers in Cuticura.

Instant relief and refreshing sleep for skin-tortured babies, and rest for tired, fretted mothers, in warm baths with Cuticura Soap and gentle anointings with Cuticura Ointment, the great skin cure, and parent of comforted and happy babies. Cuticura Soap and Ointment is often sufficient to cure the most distressing cases. Cuticura Soap (Cuticura and Pills are sold throughout the United States, Canada, Great Britain, India, Australia, New Zealand, South Africa, and all other parts of the world. See label for full directions. Price 25c per box. Sold by all druggists and grocers.)

AN OLD-TIME CHINESE DIPLOMAT.

The death of Sir Halliday Macartney, Secretary to the Chinese Legation in London, last month, led a contemporary to give a good story of Kwo, the first Minister to Great Britain and one of the Special Envoys whom Macartney took to England in 1876. Kwo had taken with him to England two gigantic Manchurian orchids, and one of them, being persistently annoyed by a small boy in a London street, had down just in time for a cab to knock the boy and sweep round his umbrella and knock the boy down just in time for a cab to knock the boy down. Hence arose a vast correspondence between Scotland Yard, the Home Office, the Foreign Office, and the Chinese Legation. A length (and not even Macartney ever knew whether Kwo was pulling the British leg) Kwo wrote to Lord Granville regretting the immense labour over a small matter and stating that in order to show the determination of his Government to do everything to please England he had given orders that the *Manchu* orchid should be executed at the Legation in Portland Place next day. It was a shock that brought Lord Curzon, flying up from the Foreign Office in the hottest haste, Kwo received his polite explanation that orders for the execution had been given, and reduced Mr. Curzon to nervous prostration by the humane instincts of Lord Granville. Finally the *Manchu* orchid was saved, and, says the *Journal*, some people wonder to this day whether Kwo was sardonically giving a lesson in the sense of proportion to the makers of vast official correspondence on a small matter.

LATEST STEAMER MOVEMENTS.

The C.P.R. str. *Empress of Japan* arrived at Vancouver at 5:30 p.m. on Tuesday, 31st July. The O.S.S. & M. P. str. *Laetia* left Singapore on Tuesday night, and is due here on the 6th inst. The O.S.S. & M. P. str. *Tyden* will leave Shanghai on the 10th inst., and is due here on the 13th inst. The N.Y.K. str. *Ceylon Maru* (Bombay Line) left Singapore for this port on the 1st inst., and is expected here on the 6th inst. The N.Y.K. str. *Yuwata Maru* (Australian Line) left Kobe for this port via Nagasaki on the 31st July, and is expected here on the 7th inst.

SHIPPING

ARRIVALS

BAVIER, German str., 5,034 T. H. Farnes, 1st Aug. Yokohama 21st July, Mails and General. — Melchers & Co.
 BRASS, British str., 1st Aug. from Canton.
 HARTAN, British str., 1,183 T. S. Roach, 1st Aug. — Pouchow 20th July, Amoy 30th and Swatow 31st, General. — Douglas Lafrank & Co.
 KAWAYANG, German str., 1,088 T. L. Linde, 1st Aug. — Shanghai 20th July, General. — "China".
 KAWAYANG, British str., 1,011 T. Dawson, 1st Aug. — Pouchow 20th July, General. — Butterfield & Swire.
 St. George, British str., 2,231 T. Sather, 31st July. New York via Singapore 2nd June, 1st Aug. — Butterfield & Swire.
 St. George, British str., 1,125 T. C. P. Talbot, 31st July. Yokohama 17th July, General. — P. & O. S. N. Co.

CLEARANCES

At the Hong Kong Master's Office.
 Amoy, British str., for Singapore.
 Amoy, British str., for Canton.
 Amoy, British str., for Shanghai.
 Amoy, British str., for Singapore.
 Amoy, British str., for Swatow.

DEPARTURES

Amoy, British str., for Pouchow.
 Amoy, British str., for Canton.
 Amoy, British str., for Shanghai.
 Amoy, British str., for Singapore.
 Amoy, British str., for Swatow.
 Amoy, British str., for London.
 Amoy, British str., for Singapore.
 Amoy, British str., for Shanghai.
 Amoy, British str., for Canton.
 Amoy, British str., for Yokohama.

SHIPPING REPORTS

The British str. "Kangaroo" reports. Strong S.W. wind, and heavy rain.
 The British str. "Kangaroo" reports. Moderate S.W. wind, and heavy rain.
 The British str. "Kangaroo" reports. Moderate S.W. wind, and heavy rain.

VESSELS IN DOCK

Amoy, British str., for Pouchow.
 Amoy, British str., for Canton.
 Amoy, British str., for Shanghai.
 Amoy, British str., for Singapore.
 Amoy, British str., for Swatow.

VESSELS ON THE BERTH

Amoy, British str., for Pouchow.
 Amoy, British str., for Canton.
 Amoy, British str., for Shanghai.
 Amoy, British str., for Singapore.
 Amoy, British str., for Swatow.

FOR SWATOW, AMOY AND FOCHOW

Amoy, British str., for Pouchow.
 Amoy, British str., for Canton.
 Amoy, British str., for Shanghai.
 Amoy, British str., for Singapore.
 Amoy, British str., for Swatow.

Amoy, British str., for Pouchow.
 Amoy, British str., for Canton.
 Amoy, British str., for Shanghai.
 Amoy, British str., for Singapore.
 Amoy, British str., for Swatow.

Amoy, British str., for Pouchow.
 Amoy, British str., for Canton.
 Amoy, British str., for Shanghai.
 Amoy, British str., for Singapore.
 Amoy, British str., for Swatow.

Amoy, British str., for Pouchow.
 Amoy, British str., for Canton.
 Amoy, British str., for Shanghai.
 Amoy, British str., for Singapore.
 Amoy, British str., for Swatow.

Amoy, British str., for Pouchow.
 Amoy, British str., for Canton.
 Amoy, British str., for Shanghai.
 Amoy, British str., for Singapore.
 Amoy, British str., for Swatow.

Amoy, British str., for Pouchow.
 Amoy, British str., for Canton.
 Amoy, British str., for Shanghai.
 Amoy, British str., for Singapore.
 Amoy, British str., for Swatow.

Amoy, British str., for Pouchow.
 Amoy, British str., for Canton.
 Amoy, British str., for Shanghai.
 Amoy, British str., for Singapore.
 Amoy, British str., for Swatow.

Amoy, British str., for Pouchow.
 Amoy, British str., for Canton.
 Amoy, British str., for Shanghai.
 Amoy, British str., for Singapore.
 Amoy, British str., for Swatow.

Amoy, British str., for Pouchow.
 Amoy, British str., for Canton.
 Amoy, British str., for Shanghai.
 Amoy, British str., for Singapore.
 Amoy, British str., for Swatow.

Amoy, British str., for Pouchow.
 Amoy, British str., for Canton.
 Amoy, British str., for Shanghai.
 Amoy, British str., for Singapore.
 Amoy, British str., for Swatow.

Amoy, British str., for Pouchow.
 Amoy, British str., for Canton.
 Amoy, British str., for Shanghai.
 Amoy, British str., for Singapore.
 Amoy, British str., for Swatow.

Amoy, British str., for Pouchow.
 Amoy, British str., for Canton.
 Amoy, British str., for Shanghai.
 Amoy, British str., for Singapore.
 Amoy, British str., for Swatow.

Amoy, British str., for Pouchow.
 Amoy, British str., for Canton.
 Amoy, British str., for Shanghai.
 Amoy, British str., for Singapore.
 Amoy, British str., for Swatow.

Amoy, British str., for Pouchow.
 Amoy, British str., for Canton.
 Amoy, British str., for Shanghai.
 Amoy, British str., for Singapore.
 Amoy, British str., for Swatow.

Amoy, British str., for Pouchow.
 Amoy, British str., for Canton.
 Amoy, British str., for Shanghai.
 Amoy, British str., for Singapore.
 Amoy, British str., for Swatow.

Amoy, British str., for Pouchow.
 Amoy, British str., for Canton.
 Amoy, British str., for Shanghai.
 Amoy, British str., for Singapore.
 Amoy, British str., for Swatow.

Amoy, British str., for Pouchow.
 Amoy, British str., for Canton.
 Amoy, British str., for Shanghai.
 Amoy, British str., for Singapore.
 Amoy, British str., for Swatow.

Amoy, British str., for Pouchow.
 Amoy, British str., for Canton.
 Amoy, British str., for Shanghai.
 Amoy, British str., for Singapore.
 Amoy, British str., for Swatow.

Amoy, British str., for Pouchow.
 Amoy, British str., for Canton.
 Amoy, British str., for Shanghai.
 Amoy, British str., for Singapore.
 Amoy, British str., for Swatow.

Amoy, British str., for Pouchow.
 Amoy, British str., for Canton.
 Amoy, British str., for Shanghai.
 Amoy, British str., for Singapore.
 Amoy, British str., for Swatow.

Amoy, British str., for Pouchow.
 Amoy, British str., for Canton.
 Amoy, British str., for Shanghai.
 Amoy, British str., for Singapore.
 Amoy, British str., for Swatow.

Amoy, British str., for Pouchow.
 Amoy, British str., for Canton.
 Amoy, British str., for Shanghai.
 Amoy, British str., for Singapore.
 Amoy, British str., for Swatow.

Amoy, British str., for Pouchow.
 Amoy, British str., for Canton.
 Amoy, British str., for Shanghai.
 Amoy, British str., for Singapore.
 Amoy, British str., for Swatow.

Amoy, British str., for Pouchow.
 Amoy, British str., for Canton.
 Amoy, British str., for Shanghai.
 Amoy, British str., for Singapore.
 Amoy, British str., for Swatow.

Amoy, British str., for Pouchow.
 Amoy, British str., for Canton.
 Amoy, British str., for Shanghai.
 Amoy, British str., for Singapore.
 Amoy, British str., for Swatow.

Amoy, British str., for Pouchow.
 Amoy, British str., for Canton.
 Amoy, British str., for Shanghai.
 Amoy, British str., for Singapore.
 Amoy, British str., for Swatow.

Amoy, British str., for Pouchow.
 Amoy, British str., for Canton.
 Amoy, British str., for Shanghai.
 Amoy, British str., for Singapore.
 Amoy, British str., for Swatow.

Amoy, British str., for Pouchow.
 Amoy, British str., for Canton.
 Amoy, British str., for Shanghai.
 Amoy, British str., for Singapore.
 Amoy, British str., for Swatow.

Amoy, British str., for Pouchow.
 Amoy, British str., for Canton.
 Amoy, British str., for Shanghai.
 Amoy, British str., for Singapore.
 Amoy, British str., for Swatow.

Amoy, British str., for Pouchow.
 Amoy, British str., for Canton.
 Amoy, British str., for Shanghai.
 Amoy, British str., for Singapore.
 Amoy, British str., for Swatow.

Amoy, British str., for Pouchow.
 Amoy, British str., for Canton.
 Amoy, British str., for Shanghai.
 Amoy, British str., for Singapore.
 Amoy, British str., for Swatow.

Amoy, British str., for Pouchow.
 Amoy, British str., for Canton.
 Amoy, British str., for Shanghai.
 Amoy, British str., for Singapore.
 Amoy, British str., for Swatow.

Amoy, British str., for Pouchow.
 Amoy, British str., for Canton.
 Amoy, British str., for Shanghai.
 Amoy, British str., for Singapore.
 Amoy, British str., for Swatow.

Amoy, British str., for Pouchow.
 Amoy, British str., for Canton.
 Amoy, British str., for Shanghai.
 Amoy, British str., for Singapore.
 Amoy, British str., for Swatow.

Amoy, British str., for Pouchow.
 Amoy, British str., for Canton.
 Amoy, British str., for Shanghai.
 Amoy, British str., for Singapore.
 Amoy, British str., for Swatow.

Amoy, British str., for Pouchow.
 Amoy, British str., for Canton.
 Amoy, British str., for Shanghai.
 Amoy, British str., for Singapore.
 Amoy, British str., for Swatow.

Amoy, British str., for Pouchow.
 Amoy, British str., for Canton.
 Amoy, British str., for Shanghai.
 Amoy, British str., for Singapore.
 Amoy, British str., for Swatow.

Amoy, British str., for Pouchow.
 Amoy, British str., for Canton.
 Amoy, British str., for Shanghai.
 Amoy, British str., for Singapore.
 Amoy, British str., for Swatow.

Amoy, British str., for Pouchow.
 Amoy, British str., for Canton.
 Amoy, British str., for Shanghai.
 Amoy, British str., for Singapore.
 Amoy, British str., for Swatow.

Amoy, British str., for Pouchow.
 Amoy, British str., for Canton.
 Amoy, British str., for Shanghai.
 Amoy, British str., for Singapore.
 Amoy, British str., for Swatow.

Amoy, British str., for Pouchow.
 Amoy, British str., for Canton.
 Amoy, British str., for Shanghai.
 Amoy, British str., for Singapore.
 Amoy, British str., for Swatow.

Amoy, British str., for Pouchow.
 Amoy, British str., for Canton.
 Amoy, British str., for Shanghai.
 Amoy, British str., for Singapore.
 Amoy, British str., for Swatow.

Amoy, British str., for Pouchow.
 Amoy, British str., for Canton.
 Amoy, British str., for Shanghai.
 Amoy, British str., for Singapore.
 Amoy, British str., for Swatow.

Amoy, British str., for Pouchow.
 Amoy, British str., for Canton.
 Amoy, British str., for Shanghai.
 Amoy, British str., for Singapore.
 Amoy, British str., for Swatow.

Amoy, British str., for Pouchow.
 Amoy, British str., for Canton.
 Amoy, British str., for Shanghai.
 Amoy, British str., for Singapore.
 Amoy, British str., for Swatow.

Amoy, British str., for Pouchow.
 Amoy, British str., for Canton.
 Amoy, British str., for Shanghai.
 Amoy, British str., for Singapore.
 Amoy, British str., for Swatow.

Amoy, British str., for Pouchow.
 Amoy, British str., for Canton.
 Amoy, British str., for Shanghai.
 Amoy, British str., for Singapore.
 Amoy, British str., for Swatow.

Amoy, British str., for Pouchow.
 Amoy, British str., for Canton.
 Amoy, British str., for Shanghai.
 Amoy, British str., for Singapore.
 Amoy, British str., for Swatow.

Amoy, British str., for Pouchow.
 Amoy, British str., for Canton.
 Amoy, British str., for Shanghai.
 Amoy, British str., for Singapore.
 Amoy, British str., for Swatow.

Amoy, British str., for Pouchow.
 Amoy, British str., for Canton.
 Amoy, British str., for Shanghai.
 Amoy, British str., for Singapore.
 Amoy, British str., for Swatow.

Amoy, British str., for Pouchow.
 Amoy, British str., for Canton.
 Amoy, British str., for Shanghai.
 Amoy, British str., for Singapore.
 Amoy, British str., for Swatow.

Amoy, British str., for Pouchow.
 Amoy, British str., for Canton.
 Amoy, British str., for Shanghai.
 Amoy, British str., for Singapore.
 Amoy, British str., for Swatow.

VESSELS ADVERTISED AS LOADING

To ascertain the anchorage of any Vessel, the Harbour has been divided into Four Sections commencing from Green Island. Vessels anchoring nearest Kowloon are marked "k." nearest Hongkong "h." midway between Hongkong and Kowloon "m." and those vessels berthed at the Kowloon Wharf "L.W." together with the number denoting the section.

SECTIONS

1. From Green Island to the Harbour Master's. 2. From Harbour Master's to Blake Pier. 3. From Blake Pier to Naval Yard. 4. From Naval Yard to East Point.

DESTINATION	VESSEL'S NAME	FLAG & REG.	BERTH	CAPTAIN	FOR FREIGHT APPLY TO	TO BE DESPATCHED
LONDON & ANTWERP VIA SINGAPORE, &c.	SARDINIA	Brit. str.	—	C. C. Talbot, R.N.	P. & O. S. N. Co.	Quick despatch.
LONDON & HAMBURG	MOLDAVIA	Brit. str.	—	E. H. Gordon	P. & O. S. N. Co.	On 11th inst. at Noon.
LONDON, AMSTERDAM & ANTWERP	GLENTURRY	Brit. str.	—	R. Webster	McGregor Bros. & Co.	On 14th inst.
LONDON, AMSTERDAM & ANTWERP	PATROCLUS	Brit. str.	1m.	—	BUTTERFIELD & SWIRE	On 7th inst.
LONDON, AMSTERDAM & ANTWERP	ORESTES	Brit. str.	1m.	—	BUTTERFIELD & SWIRE	On 14th inst.
LONDON, AMSTERDAM & ANTWERP	ACHILLES	Brit. str.	1m.	—	BUTTERFIELD & SWIRE	On 24th inst.
LIVERPOOL DIRECT	TYDREX	Brit. str.	1m.	—	BUTTERFIELD & SWIRE	On 18th inst.
MAINE, HAVRE & ANTWERP (DIRECT)	ARMAND BEHIC	Brit. str.	—	Barillon	MESSAGERIES MARITIMES	On 7th inst. at 1 p.m.
BREMEN, VIA PORTS OF GALL	EPHRATE	Brit. str.	—	Bru	MESSAGERIES MARITIMES	About 13th inst.
HAVRE & HAMBURG VIA STRAITS, &c.	P. R. LUTFOLD	Ger. str.	—	H. Kirchner	MELCHERS & CO.	On 15th inst. at Noon.
HAVRE & HAMBURG VIA STRAITS, &c.	ALESIA	Ger. str.	k.w.	Luning	HAMBURG-AMERIKA LINE	On 7th inst.
HAVRE & HAMBURG VIA STRAITS, &c.	SPEZIA	Ger. str.	k.w.	Malchow	HAMBURG-AMERIKA LINE	On 21st inst.
HAVRE & HAMBURG VIA STRAITS, &c.	HELVETIA	Ger. str.	k.w.	Nemmann	HAMBURG-AMERIKA LINE	On 2nd Oct.
HAVRE & HAMBURG VIA STRAITS, &c.	SENEGAMBIA	Ger. str.	k.w.	Peter	BUTTERFIELD & SWIRE	On 30th inst.
HAVRE, ROTTERDAM & LIVERPOOL	ALCIGES	Brit. str.	1m.	—	MELCHERS & CO.	About 15th inst.
COPENHAGEN & BALTIC PORTS	KINA	Den. str.	k.w.	Bahle	HAMBURG-AMERIKA LINE	On 4th Sept.
NAPLES, HAVRE & HAMBURG	SILESTIA	Ger. str.	k.w.	v. Dohren	HAMBURG-AMERIKA LINE	On 18th Sept.
NAPLES, HAVRE & HAMBURG	JOHN HARBIE	Am. str.	—	Petersen	SHEWAN, TOMES & CO.	About 20th inst.
NEW YORK VIA PORTS & SUEZ CANAL	ALBENGA	Ger. str.	—	—	CARLOWITZ & CO.	About 25th inst.
NEW YORK VIA PORTS & SUEZ CANAL	ATHOLL	Brit. str.	—	—	DODWELL & CO., LTD.	About 3rd Sept.
VANCOUVER VIA SHANGHAI JAPAN, &c.	TARTAR	Brit. str.	1m.	—	CANADIAN PACIFIC R. CO.	On 8th inst.
VANCOUVER VIA SHANGHAI JAPAN, &c.	EMPEROR OF INDIA	Brit. str.	2m.	—	CANADIAN PACIFIC R. CO.	On 22nd inst.
VICTORIA (B.C.) SEATTLE, &c. VIA JAPAN	TELEMACHUS	Brit. str.	1m.	—	BUTTERFIELD & SWIRE	On 6th inst.
PORTLAND, OREGON VIA SHANGHAI, &c.	TELEMACHUS	Brit. str.	1m.	—	BUTTERFIELD & SWIRE	On 22nd inst.
CALLAO, IQUIQUE, VIA JAPAN PORTS	ARABIA	Am. str.	—	T. W. Garlick	PORTLAND & ASIATIC S.S. CO.	On 14th inst. at Noon.
ATLANTIC PORTS VIA MANILA	KASABO MARU	Jap. str.	—	—	TOYO KISEN KAISHA	About 10th inst. Noon.
AUSTRALIAN PORTS VIA MANILA	WHEATLAND	Ger. str.	k.w.	Obenauer	BUTTERFIELD & SWIRE	On 11th inst.
YOKOHAMA & KOBÉ	DAHNE	Brit. str.	1m.	—	MELCHERS & CO.	On 21st inst. at Noon.
YOKOHAMA & KOBÉ	TRINAN	Brit. str.	1m.	—	HAMBURG-AMERIKA LINE	On 18th inst.
YOKOHAMA & KOBÉ	JAVA	Brit. str.	—	S. Barham	BUTTERFIELD & SWIRE	On 4th inst.
YOKOHAMA & KOBÉ	DAKOTA	Brit. str.	—	—	SHEWAN, TOMES & CO.	Quick despatch.
YOKOHAMA & KOBÉ	YOKOHAMA	Brit. str.	—	—	JARDINE, MATHESON & CO.	On 10th inst.
YOKOHAMA & KOBÉ	YOKOHAMA	Brit. str.	—	—	JARDINE, MATHESON & CO.	On 7th inst.
YOKOHAMA & KOBÉ	YOKOHAMA	Brit. str.	—	—	JARDINE, MATHESON & CO.	On 4th inst.
YOKOHAMA & KOBÉ	YOKOHAMA	Brit. str.	—	—	JARDINE, MATHESON & CO.	On 1st inst.
YOKOHAMA & KOBÉ	YOKOHAMA	Brit. str.	—	—	JARDINE, MATHESON & CO.	On 28th inst.
YOKOHAMA & KOBÉ	YOKOHAMA	Brit. str.	—	—	JARDINE, MATHESON & CO.	On 25th inst.
YOKOHAMA & KOBÉ	YOKOHAMA	Brit. str.	—	—	JARDINE, MATHESON & CO.	On 22nd inst.
YOKOHAMA & KOBÉ	YOKOHAMA	Brit. str.	—	—	JARDINE, MATHESON & CO.	On 19th inst.
YOKOHAMA & KOBÉ	YOKOHAMA	Brit. str.	—	—	JARDINE, MATHESON & CO.	On 16th inst.
YOKOHAMA & KOBÉ	YOKOHAMA	Brit. str.	—	—	JARDINE, MATHESON & CO.	On 13th inst.
YOKOHAMA & KOBÉ	YOKOHAMA	Brit. str.	—	—	JARDINE, MATHESON & CO.	On 10th inst.
YOKOHAMA & KOBÉ	YOKOHAMA	Brit. str.	—	—	JARDINE, MATHESON & CO.	On 7th inst.
YOKOHAMA & KOBÉ	YOKOHAMA	Brit. str.	—	—	JARDINE, MATHESON & CO.	On 4th inst.
YOKOHAMA & KOBÉ	YOKOHAMA	Brit. str.	—	—	JARDINE, MATHESON & CO.	On 1st inst.
YOKOHAMA & KOBÉ	YOKOHAMA	Brit. str.	—	—	JARDINE, MATHESON & CO.	On 28th inst.
YOKOHAMA & KOBÉ	YOKOHAMA	Brit. str.	—	—	JARDINE, MATHESON & CO.	On 25th inst.
YOKOHAMA & KOBÉ	YOKOHAMA	Brit. str.	—	—	JARDINE, MATHESON & CO.	On 22nd inst.
YOKOHAMA & KOBÉ	YOKOHAMA	Brit. str.	—	—	JARDINE, MATHESON & CO.	On 19th inst.
YOKOHAMA & KOBÉ	YOKOHAMA	Brit. str.	—	—	JARDINE, MATHESON & CO.	On 16th inst.
YOKOHAMA & KOBÉ	YOKOHAMA	Brit. str.	—	—	JARDINE, MATHESON & CO.	On 13th inst.
YOKOHAMA & KOBÉ	YOKOHAMA	Brit. str.	—	—	JARDINE, MATHESON & CO.	On 10th inst.
YOKOHAMA & KOBÉ	YOKOHAMA	Brit. str.	—	—	JARDINE, MATHESON & CO.	On 7th inst.
YOKOHAMA & KOBÉ	YOKOHAMA	Brit. str.	—	—	JARDINE, MATHESON & CO.	On 4th inst.
YOKOHAMA & KOBÉ	YOKOHAMA	Brit. str.	—	—	JARDINE, MATHESON & CO.	On 1st inst.
YOKOHAMA & KOBÉ	YOKOHAMA	Brit. str.	—	—	JARDINE, MATHESON & CO.	On 28th inst.
YOKOHAMA & KOBÉ	YOKOHAMA	Brit. str.	—	—	JARDINE, MATHESON & CO.	On 25th inst.
YOKOHAMA & KOBÉ	YOKOHAMA	Brit. str.	—	—	JARDINE, MATHESON & CO.	On 22nd inst.
YOKOHAMA & KOBÉ	YOKOHAMA	Brit. str.	—	—	JARDINE, MATHESON & CO.	On 19th inst.
YOKOHAMA & KOBÉ	YOKOHAMA	Brit. str.	—	—	JARDINE, MATHESON & CO.	On 16th inst.
YOKOHAMA & KOBÉ	YOKOHAMA	Brit. str.	—	—	JARDINE, MATHESON & CO.	On 13th inst.
YOKOHAMA & KOBÉ	YOKOHAMA	Brit. str.	—	—	JARDINE, MATHESON & CO.	On 10th inst.
YOKOHAMA & KOBÉ	YOKOHAMA	Brit. str.	—	—	JARDINE, MATHESON & CO.	On 7th inst.
YOKOHAMA & KOBÉ	YOKOHAMA	Brit. str.	—	—	JARDINE, MATHESON & CO.	On 4th inst.
YOKOHAMA & KOBÉ	YOKOHAMA	Brit. str.	—	—	JARDINE, MATHESON & CO.	On 1st inst.
YOKOHAMA & KOBÉ	YOKOHAMA	Brit. str.	—	—	JARDINE, MATHESON & CO.	On 28th inst.
YOKOHAMA & KOBÉ	YOKOHAMA	Brit. str.	—	—	JARDINE, MATHESON & CO.	On 25th inst.
YOKOHAMA & KOBÉ	YOKOHAMA	Brit. str.	—	—	JARDINE, MATHESON & CO.	On 22nd inst.
YOKOHAMA & KOBÉ	YOKOHAMA	Brit. str.	—	—	JARDINE, MATHESON & CO.	On 19th inst.
YOKOHAMA & KOBÉ	YOKOHAMA	Brit. str.	—	—	JARDINE, MATHESON & CO.	On 16th inst.
YOKOHAMA & KOBÉ	YOKOHAMA	Brit. str.	—	—	JARDINE, MATHESON & CO.	On 13th inst.
YOKOHAMA & KOBÉ	YOKOHAMA	Brit. str.	—	—	JARDINE, MATHESON & CO.	On 10th inst.</

OCEAN STEAMSHIP COMPANY, LD. AND CHINA MUTUAL STEAM NAVIGATION CO., LD.

JOINT SERVICES.

FOUR-NIGHTLY SAILINGS FOR LONDON AND CONTINENT.
MONTHLY SAILINGS FOR LIVERPOOL.
TAKING CARGO ON THROUGH BILLS OF LADING FOR ALL EUROPEAN,
NORTH AND SOUTH AMERICAN, WEST AUSTRALIAN, JAVA
AND BOMBAH PORTS.

EUROPEAN SERVICE.

FROM	STEAMERS	TO	DATE
GLASGOW and LIVERPOOL	"TELEMACHUS"	On 2nd August.	
GLASGOW and LIVERPOOL	"PELUS"	On 5th August.	
GLASGOW and LIVERPOOL	"CHING WO"	On 9th August.	
GLASGOW and LIVERPOOL	"ANTENOR"	On 16th August.	
GLASGOW and LIVERPOOL	"CYCLOPS"	On 23rd August.	
GLASGOW and LIVERPOOL	"HELIOGRAPH"	On 30th August.	
GLASGOW and LIVERPOOL	"KENTUCK"	On 6th September.	
GLASGOW and LIVERPOOL	"FEENKAT"	On 13th September.	
GLASGOW and LIVERPOOL	"MACHAON"	On 20th September.	

HOMELANDS.

FOR	STEAMERS	TO	DATE
LONDON, AMSTERDAM and ANTWERP	"PATROCLUS"	On 7th August.	
LONDON, AMSTERDAM and ANTWERP	"ORFÈS"	On 14th August.	
LIVERPOOL, DIRECT	"TYDEUS"	On 18th August.	
LONDON, AMSTERDAM and ANTWERP	"ACHILLES"	On 25th August.	
HAVRE, ROTTERDAM and LIVERPOOL	"ALCIBIOS"	On 30th August.	

TRANS-PACIFIC SERVICE.

Operating in conjunction with
THE NORTHERN PACIFIC RAILWAY CO.
AND TAKING CARGO ON THROUGH BILLS OF LADING TO ALL OVERLAND
COMMON PORTS IN THE UNITED STATES OF AMERICA AND CANADA.
EASTWARD.

FOR	STEAMERS	TO	DATE
VICTORIA, SEATTLE, TACOMA, & PACIFIC COAST PORTS, VIA NAGASAKI, KOBE and YOKO.	"TELEMACHUS"	On 4th August.	
HAMA	"HELIOGRAPH"	On 1st September.	
FROM	STEAMERS	TO	DATE
TACOMA, SEATTLE, VICTORIA & PACIFIC COAST	"TYDEUS"	On 13th August.	
	"STENTOR"	On 8th September.	

BUTTERFIELD & SWIRE,
AGENTS.
(9-10)

CHINA NAVIGATION CO. LIMITED.

FOR	STEAMERS	TO	DATE
SHANGHAI and CHINKIANG	"YINGHONG"	On 3rd August.	
YOKOHAMA and KOBE	"YUENHONG"	On 4th August.	
CHIEFOO and NEWCHANG	"YUENHONG"	On 4th August.	
MANILA	"YUENHONG"	On 7th August.	
YOKOHAMA and KOBE	"YUENHONG"	On 7th August.	
YOKOHAMA and KOBE	"YUENHONG"	On 10th August.	
FROM	STEAMERS	TO	DATE
MANILA, ZAMBOANGA, PORT DARWIN, THURSDAY ISLAND, COOK TOWN, CAIRNS, & TOWNSVILLE, BRISBANE, SYDNEY and MELBOURNE	"YUENHONG"	On 11th August.	

* The attention of Passengers is directed to the superior accommodation offered by these
steamers, which are fitted throughout with electric light. Unrivalled Table. A daily qualified
catering is carried.
* Taking Cargo on through bills of lading to all Yangtze and Northern China Ports.
* Taking Cargo and Passengers at through rates for all New Zealand Ports and other
Australian Ports.
REDUCED SALOON FARES, SINGLE AND RETURN, TO MANILA AND
AUSTRALIAN PORTS.
For Freight or Passage, apply to
BUTTERFIELD & SWIRE,
AGENTS.
(11)

Hongkong, 25th July, 1906.

CANADIAN PACIFIC RAILWAY COMPANY'S ROYAL MAIL STEAMSHIP LINE.

LUXURY—SPEED—PUNCTUALITY.

THE ONLY LINE THAT MAINTAINS A REGULAR SCHEDULE SERVICE OF
12 DAYS ACROSS THE PACIFIC IN THE "EMPERESS LINE." Saving 8 to 7 days' Ocean Travel
12 DAYS YOKOHAMA TO VANCOUVER.
21 DAYS HONGKONG TO VANCOUVER.

PROPOSED SAILINGS (Subject to Alteration).	LEAVE HONGKONG	ARRIVE VANCOUVER
R.M.S. "TAMAR" 4,425 Tons	WEDNESDAY, 8th Aug.	1st Sept.
"EMPERESS OF INDIA" 6,000	WEDNESDAY, 22nd Aug.	12th Sept.
"ATHENIAN" 3,802	WEDNESDAY, 5th Sept.	25th Sept.
"EMPERESS OF JAPAN" 6,000	WEDNESDAY, 19th Sept.	10th Oct.
"MONTAGLE" 6,163	WEDNESDAY, 3rd Oct.	27th Oct.
"EMPERESS OF CHINA" 6,000	WEDNESDAY, 17th Oct.	7th Nov.

THE Quickest route to CANADA, UNITED STATES AND EUROPE, calling at
SHANGHAI, NAGASAKI (through the INLAND SEA OF JAPAN), KOBE,
YOKOHAMA, VICTORIA, connecting at VANCOUVER with the Company's PALATIAL
OVERLAND TRAINS, DAILY from the PACIFIC to the ATLANTIC WITHOUT
CHANGE.

Hongkong to London, 1st Class, via St. Lawrence 260; via New York 262.
Intermediate on Steamers "440," "442," "444," "446," "448," "450," "452," "454," "456," "458," "460," "462," "464," "466," "468," "470," "472," "474," "476," "478," "480," "482," "484," "486," "488," "490," "492," "494," "496," "498," "500," "502," "504," "506," "508," "510," "512," "514," "516," "518," "520," "522," "524," "526," "528," "530," "532," "534," "536," "538," "540," "542," "544," "546," "548," "550," "552," "554," "556," "558," "560," "562," "564," "566," "568," "570," "572," "574," "576," "578," "580," "582," "584," "586," "588," "590," "592," "594," "596," "598," "600," "602," "604," "606," "608," "610," "612," "614," "616," "618," "620," "622," "624," "626," "628," "630," "632," "634," "636," "638," "640," "642," "644," "646," "648," "650," "652," "654," "656," "658," "660," "662," "664," "666," "668," "670," "672," "674," "676," "678," "680," "682," "684," "686," "688," "690," "692," "694," "696," "698," "700," "702," "704," "706," "708," "710," "712," "714," "716," "718," "720," "722," "724," "726," "728," "730," "732," "734," "736," "738," "740," "742," "744," "746," "748," "750," "752," "754," "756," "758," "760," "762," "764," "766," "768," "770," "772," "774," "776," "778," "780," "782," "784," "786," "788," "790," "792," "794," "796," "798," "800," "802," "804," "806," "808," "810," "812," "814," "816," "818," "820," "822," "824," "826," "828," "830," "832," "834," "836," "838," "840," "842," "844," "846," "848," "850," "852," "854," "856," "858," "860," "862," "864," "866," "868," "870," "872," "874," "876," "878," "880," "882," "884," "886," "888," "890," "892," "894," "896," "898," "900," "902," "904," "906," "908," "910," "912," "914," "916," "918," "920," "922," "924," "926," "928," "930," "932," "934," "936," "938," "940," "942," "944," "946," "948," "950," "952," "954," "956," "958," "960," "962," "964," "966," "968," "970," "972," "974," "976," "978," "980," "982," "984," "986," "988," "990," "992," "994," "996," "998," "1000," "1002," "1004," "1006," "1008," "1010," "1012," "1014," "1016," "1018," "1020," "1022," "1024," "1026," "1028," "1030," "1032," "1034," "1036," "1038," "1040," "1042," "1044," "1046," "1048," "1050," "1052," "1054," "1056," "1058," "1060," "1062," "1064," "1066," "1068," "1070," "1072," "1074," "1076," "1078," "1080," "1082," "1084," "1086," "1088," "1090," "1092," "1094," "1096," "1098," "1100," "1102," "1104," "1106," "1108," "1110," "1112," "1114," "1116," "1118," "1120," "1122," "1124," "1126," "1128," "1130," "1132," "1134," "1136," "1138," "1140," "1142," "1144," "1146," "1148," "1150," "1152," "1154," "1156," "1158," "1160," "1162," "1164," "1166," "1168," "1170," "1172," "1174," "1176," "1178," "1180," "1182," "1184," "1186," "1188," "1190," "1192," "1194," "1196," "1198," "1200," "1202," "1204," "1206," "1208," "1210," "1212," "1214," "1216," "1218," "1220," "1222," "1224," "1226," "1228," "1230," "1232," "1234," "1236," "1238," "1240," "1242," "1244," "1246," "1248," "1250," "1252," "1254," "1256," "1258," "1260," "1262," "1264," "1266," "1268," "1270," "1272," "1274," "1276," "1278," "1280," "1282," "1284," "1286," "1288," "1290," "1292," "1294," "1296," "1298," "1300," "1302," "1304," "1306," "1308," "1310," "1312," "1314," "1316," "1318," "1320," "1322," "1324," "1326," "1328," "1330," "1332," "1334," "1336," "1338," "1340," "1342," "1344," "1346," "1348," "1350," "1352," "1354," "1356," "1358," "1360," "1362," "1364," "1366," "1368," "1370," "1372," "1374," "1376," "1378," "1380," "1382," "1384," "1386," "1388," "1390," "1392," "1394," "1396," "1398," "1400," "1402," "1404," "1406," "1408," "1410," "1412," "1414," "1416," "1418," "1420," "1422," "1424," "1426," "1428," "1430," "1432," "1434," "1436," "1438," "1440," "1442," "1444," "1446," "1448," "1450," "1452," "1454," "1456," "1458," "1460," "1462," "1464," "1466," "1468," "1470," "1472," "1474," "1476," "1478," "1480," "1482," "1484," "1486," "1488," "1490," "1492," "1494," "1496," "1498," "1500," "1502," "1504," "1506," "1508," "1510," "1512," "1514," "1516," "1518," "1520," "1522," "1524," "1526," "1528," "1530," "1532," "1534," "1536," "1538," "1540," "1542," "1544," "1546," "1548," "1550," "1552," "1554," "1556," "1558," "1560," "1562," "1564," "1566," "1568," "1570," "1572," "1574," "1576," "1578," "1580," "1582," "1584," "1586," "1588," "1590," "1592," "1594," "1596," "1598," "1600," "1602," "1604," "1606," "1608," "1610," "1612," "1614," "1616," "1618," "1620," "1622," "1624," "1626," "1628," "1630," "1632," "1634," "1636," "1638," "1640," "1642," "1644," "1646," "1648," "1650," "1652," "1654," "1656," "1658," "1660," "1662," "1664," "1666," "1668," "1670," "1672," "1674," "1676," "1678," "1680," "1682," "1684," "1686," "1688," "1690," "1692," "1694," "1696," "1698," "1700," "1702," "1704," "1706," "1708," "1710," "1712," "1714," "1716," "1718," "1720," "1722," "1724," "1726," "1728," "1730," "1732," "1734," "1736," "1738," "1740," "1742," "1744," "1746," "1748," "1750," "1752," "1754," "1756," "1758," "1760," "1762," "1764," "1766," "1768," "1770," "1772," "1774," "1776," "1778," "1780," "1782," "1784," "1786," "1788," "1790," "1792," "1794," "1796," "1798," "1800," "1802," "1804," "1806," "1808," "1810," "1812," "1814," "1816," "1818," "1820," "1822," "1824," "1826," "1828," "1830," "1832," "1834," "1836," "1838," "1840," "1842," "1844," "1846," "1848," "1850," "1852," "1854," "1856," "1858," "1860," "1862," "1864," "1866," "1868," "1870," "1872," "1874," "1876," "1878," "1880," "1882," "1884," "1886," "1888," "1890," "1892," "1894," "1896," "1898," "1900," "1902," "1904," "1906," "1908," "1910," "1912," "1914," "1916," "1918," "1920," "1922," "1924," "1926," "1928," "1930," "1932," "1934," "1936," "1938," "1940," "1942," "1944," "1946," "1948," "1950," "1952," "1954," "1956," "1958," "1960," "1962," "1964," "1966," "1968," "1970," "1972," "1974," "1976," "1978," "1980," "1982," "1984," "1986," "1988," "1990," "1992," "1994," "1996," "1998," "2000," "2002," "2004," "2006," "2008," "2010," "2012," "2014," "2016," "2018," "2020," "2022," "2024," "2026," "2028," "2030," "2032," "2034," "2036," "2038," "2040," "2042," "2044," "2046," "2048," "2050," "2052," "2054," "2056," "2058," "2060," "2062," "2064," "2066," "2068," "2070," "2072," "2074," "2076," "2078," "2080," "2082," "2084," "2086," "2088," "2090," "2092," "2094," "2096," "2098," "2100," "2102," "2104," "2106," "2108," "2110," "2112," "2114," "2116," "2118," "2120," "2122," "2124," "2126," "2128," "2130," "2132," "2134," "2136," "2138," "2140," "2142," "2144," "2146," "2148," "2150," "2152," "2154," "2156," "2158," "2160," "2162," "2164," "2166," "2168," "2170," "2172," "2174," "2176," "2178," "2180," "2182," "2184," "2186," "2188," "2190," "2192," "2194," "2196," "2198," "2200," "2202," "2204," "2206," "2208," "2210," "2212," "2214," "2216," "2218," "2220," "2222," "2224," "2226," "2228," "2230," "2232," "2234," "2236," "2238," "2240," "2242," "2244," "2246," "2248," "2250," "2252," "2254," "2256," "2258," "2260," "2262," "2264," "2266," "2268," "2270," "2272," "2274," "2276," "2278," "2280," "2282," "2284," "2286," "2288," "2290," "2292," "2294," "2296," "2298," "2300," "2302," "2304," "2306," "2308," "2310," "2312," "2314," "2316," "2318," "2320," "2322," "2324," "2326," "2328," "2330," "2332," "2334," "2336," "2338," "2340," "2342," "2344," "2346," "2348," "2350," "2352," "2354," "2356," "2358," "2360," "2362," "2364," "2366," "2368," "2370," "2372," "2374," "2376," "2378," "2380," "2382," "2384," "2386," "2388," "2390," "2392," "2394," "2396," "2398," "2400," "2402," "2404," "2406," "2408," "2410," "2412," "2414," "2416," "2418," "2420," "2422," "2424," "2426," "2428," "2430," "2432," "2434," "2436," "2438," "2440," "2442," "2444," "2446," "2448," "2450," "2452," "2454," "2456," "2458," "2460," "2462," "2464," "2466," "2468," "2470," "2472," "2474," "2476," "2478," "2480," "2482," "2484," "2486," "2488," "2490," "2492," "2494," "2496," "2498," "2500," "2502," "2504," "2506," "2508," "2510," "2512," "2514," "2516," "2518," "2520," "2522," "2524," "2526," "2528," "2530," "2532," "2534," "2536," "2538," "2540," "2542," "2544," "2546," "2548," "2550," "2552," "2554," "2556," "2558," "2560," "2562," "2564," "2566," "2568," "2570," "2572," "2574," "2576," "2578," "2580," "2582," "2584," "2586," "2588," "2590," "2592," "2594," "2596," "2598," "2600," "2602," "2604," "2606," "2608," "2610," "2612," "2614," "2616," "2618," "2620," "2622," "2624," "2626," "2628," "2630," "2632," "2634," "2636," "2638," "2640," "2642," "2644," "2646," "2648," "2650," "2652," "2654," "2656," "2658," "2660," "2662," "2664," "2666," "2668," "2670," "2672," "2674," "2676," "2678," "2680," "2682," "2684," "2686," "2688," "2690," "2692," "2694," "2696," "2698," "2700," "2702," "2704," "2706," "2708," "2710," "2712," "2714," "2716," "2718," "2720," "2722," "2724," "2726," "2728," "2730," "2732," "2734," "2736," "2738," "2740," "2742," "2744," "2746," "2748," "2750," "2752," "2754," "2756," "2758," "2760," "2762," "2764," "2766," "2768," "2770," "2772," "2774," "2776," "2778," "2780," "2782," "2784," "2786," "2788," "2790," "2792," "2794," "2796," "2798," "2800," "2802," "2804," "2806," "2808," "2810," "2812," "2814," "2816," "2818," "2820," "2822," "2824," "2826," "2828," "2830," "2832," "2834," "2836," "2838," "2840," "2842," "2844," "2846," "2848," "2850," "2852," "2854," "2856," "2858," "2860," "2862," "2864," "2866," "2868," "2870," "2872," "2874," "2876," "2878," "2880," "2882," "2884," "2886," "2888," "2890," "2892," "2894," "2896," "2898," "2900," "2902," "2904," "2906," "2908," "2910," "2912," "2914," "2916," "2918," "2920," "2922," "2924," "2926," "2928," "2930," "2932," "2934," "2936," "2938," "2940," "2942," "2944," "2946," "2948," "2950," "2952," "2954," "2956," "2958," "2960," "2962," "2964," "2966," "2968," "2970," "2972," "2974," "2976," "2978," "2980," "2982," "2984," "2986," "2988," "2990," "2992," "2994," "2996," "2998," "3000," "3002," "3004," "3006," "3008," "3010," "3012," "3014," "3016," "3018," "3020," "3022," "3024," "3026," "3028," "3030," "3032," "3034," "3036," "3038," "3040," "3042," "3044," "3046," "3048," "3050," "3052," "3054," "3056," "3058," "3060," "3062," "3064," "3066," "3068," "3070," "3072," "3074," "3076," "3078," "3080," "3082," "3084," "3086," "3088," "3090," "3092," "3094," "3096," "3098," "3100," "3102," "3104," "3106," "3108," "3110," "3112," "3114," "3116," "3118," "3120," "3122," "3124," "3126," "3128," "3130," "3132," "3134," "3136," "3138," "3140," "3142," "3144," "3146," "3148," "3150," "3152," "3154," "3156," "3158," "3160," "3162," "3164," "3166," "3168," "3170," "3172," "3174," "3176," "3178," "3180," "3182," "3184," "3186," "3188," "3190," "3192," "3194," "3196," "3198," "3200," "3202," "3204," "3206," "3208," "3210," "3212," "3214," "3216," "3218," "3220," "3222," "3224," "3226," "3228," "3230," "3232," "3234," "3236," "3238," "3240," "3242," "3244," "3246," "3248," "3250," "3252," "3254," "3256," "3258," "3260," "3262," "3264," "3266," "3268," "3270," "3272," "3274," "3276," "3278," "3280," "3282," "3284," "3286," "3288," "3290," "3292," "3294," "3296," "3298," "3300," "3302," "3304," "3306," "3308," "3310," "3312," "3314," "3316," "3318," "3320," "3322," "3324," "3326," "3328," "3330," "3332," "3334," "3336," "3338," "3340," "3342," "3344," "3346," "3348," "3350," "3352," "3354," "3356," "3358," "3360," "3362," "3364," "3366," "3368," "3370," "3372," "3374," "3376," "3378," "3380," "3382," "3384," "3386," "3388," "3390," "3392," "3394," "3396," "3398," "3400," "3402," "3404," "3406," "3408," "3410," "3412," "3414," "3416," "3418," "3420," "3422," "3424," "3426," "3428," "3430," "3432," "3434," "3436," "3438," "3440," "3442," "3444," "3446," "3448," "3450," "3452," "3454," "3456," "3458," "3460," "3462," "3464," "3466," "3468," "3470," "3472," "3474," "3476," "3478," "3480," "3482," "3484," "3486," "3488," "3490," "3492," "3494," "3496," "3498," "3500," "3502," "3504," "3506," "3508," "3510," "3512," "3514," "3516," "3518," "3520," "3522," "3524," "3526," "3528," "3530," "3532," "3534," "3536," "3538," "3540," "3542," "3544," "3546," "3548," "3550," "3552," "3554," "3556," "3558," "3560," "3562," "3564," "3566," "3568," "3570," "3572," "3574," "3576," "3578," "3580," "3582," "3584," "3586," "3588," "3590," "3592," "3594," "3596," "3598," "3600," "3602," "3604," "3606," "3608," "3610," "3612," "3614," "3616," "3618," "

POST OFFICE NOTICES.

Monday, the 6th instant, being a Public Holiday, the Post Office will be opened from 8 a.m. to 4 p.m. There will be one delivery and a collection of letters as on Sundays. All outgoing Mails will be closed at 9 a.m. The Money Order Office will be entirely closed. In the event of the arrival of the French Mail from Europe on Monday next, the Office will remain open for one hour only for the delivery of the Mail.

The *Calcutta*, with the French mail of the 6th July, left Singapore on Tuesday, the 31st July, at 1 a.m. and may be expected here on or about Tuesday, the 7th inst. This packet brings replies to letters despatched from Hongkong on 2nd June.

MAIL WILL CLOSE

FOR	PER	DATE
Singapore, Penang and Calcutta	Reynolds	Thursday, 2nd, 11:00 A.M.
Manila, Zamboanga, Port Darwin, Thursday Island, Cook's Bay, Cairns, Townsville, Brisbane, Sydney, Melbourne, Adelaide and Perth	Reynolds	Thursday, 2nd, 1:15 P.M.
Singapore, Penang and Calcutta	Reynolds	Thursday, 2nd, 2:00 P.M.
Manila, Zamboanga, Port Darwin, Thursday Island, Cook's Bay, Cairns, Townsville, Brisbane, Sydney, Melbourne, Adelaide and Perth	Reynolds	Thursday, 2nd, 3:00 P.M.
Singapore, Penang and Calcutta	Reynolds	Thursday, 2nd, 3:30 P.M.
Manila, Zamboanga, Port Darwin, Thursday Island, Cook's Bay, Cairns, Townsville, Brisbane, Sydney, Melbourne, Adelaide and Perth	Reynolds	Thursday, 2nd, 4:00 P.M.
Singapore, Penang and Calcutta	Reynolds	Thursday, 2nd, 4:30 P.M.
Manila, Zamboanga, Port Darwin, Thursday Island, Cook's Bay, Cairns, Townsville, Brisbane, Sydney, Melbourne, Adelaide and Perth	Reynolds	Thursday, 2nd, 5:00 P.M.
Singapore, Penang and Calcutta	Reynolds	Thursday, 2nd, 5:30 P.M.
Manila, Zamboanga, Port Darwin, Thursday Island, Cook's Bay, Cairns, Townsville, Brisbane, Sydney, Melbourne, Adelaide and Perth	Reynolds	Thursday, 2nd, 6:00 P.M.
Singapore, Penang and Calcutta	Reynolds	Thursday, 2nd, 6:30 P.M.
Manila, Zamboanga, Port Darwin, Thursday Island, Cook's Bay, Cairns, Townsville, Brisbane, Sydney, Melbourne, Adelaide and Perth	Reynolds	Thursday, 2nd, 7:00 P.M.
Singapore, Penang and Calcutta	Reynolds	Thursday, 2nd, 7:30 P.M.
Manila, Zamboanga, Port Darwin, Thursday Island, Cook's Bay, Cairns, Townsville, Brisbane, Sydney, Melbourne, Adelaide and Perth	Reynolds	Thursday, 2nd, 8:00 P.M.
Singapore, Penang and Calcutta	Reynolds	Thursday, 2nd, 8:30 P.M.
Manila, Zamboanga, Port Darwin, Thursday Island, Cook's Bay, Cairns, Townsville, Brisbane, Sydney, Melbourne, Adelaide and Perth	Reynolds	Thursday, 2nd, 9:00 P.M.
Singapore, Penang and Calcutta	Reynolds	Thursday, 2nd, 9:30 P.M.
Manila, Zamboanga, Port Darwin, Thursday Island, Cook's Bay, Cairns, Townsville, Brisbane, Sydney, Melbourne, Adelaide and Perth	Reynolds	Thursday, 2nd, 10:00 P.M.
Singapore, Penang and Calcutta	Reynolds	Thursday, 2nd, 10:30 P.M.
Manila, Zamboanga, Port Darwin, Thursday Island, Cook's Bay, Cairns, Townsville, Brisbane, Sydney, Melbourne, Adelaide and Perth	Reynolds	Thursday, 2nd, 11:00 P.M.

A HON. SHANSHAI, NAGASAKI, KORE, YOKO, HAMA, HONOLULU and SAN FRANCISCO (Supplementary mail on board up to the time fixed for departure of the mail. Extra Postage 10 cents.)

Singapore, Penang and Calcutta

Europe, Asia, India via Taitoria (Late Letters 11:00 to 11:30 A.M. Extra Postage 10 cents.) (Letters posted in all the Pillar Boxes in time for the first clearance will be included in this contract mail.)

Manila, Zamboanga, Port Darwin, Thursday Island, Cook's Bay, Cairns, Townsville, Brisbane, Sydney, Melbourne, Adelaide and Perth (Late Letters 11:00 to 11:30 A.M. Extra Postage 10 cents.) (Supplementary mail on board up to the time fixed for departure of the mail. Extra Postage 10 cents.) (Letters posted in all the Pillar Boxes in time for the first clearance will be included in this contract mail.) (The parcel mail will be closed at 5 p.m. on Friday, the 10th inst.)

Manila, Zamboanga, Port Darwin, Thursday Island, Cook's Bay, Cairns, Townsville, Brisbane, Sydney, Melbourne, Adelaide and Perth (Late Letters 11:00 to 11:30 A.M. Extra Postage 10 cents.) (Supplementary mail on board up to the time fixed for departure of the mail. Extra Postage 10 cents.) (Letters posted in all the Pillar Boxes in time for the first clearance will be included in this contract mail.) (The parcel mail will be closed at 5 p.m. on Friday, the 10th inst.)

Manila, Zamboanga, Port Darwin, Thursday Island, Cook's Bay, Cairns, Townsville, Brisbane, Sydney, Melbourne, Adelaide and Perth (Late Letters 11:00 to 11:30 A.M. Extra Postage 10 cents.) (Supplementary mail on board up to the time fixed for departure of the mail. Extra Postage 10 cents.) (Letters posted in all the Pillar Boxes in time for the first clearance will be included in this contract mail.) (The parcel mail will be closed at 5 p.m. on Friday, the 10th inst.)

Manila, Zamboanga, Port Darwin, Thursday Island, Cook's Bay, Cairns, Townsville, Brisbane, Sydney, Melbourne, Adelaide and Perth (Late Letters 11:00 to 11:30 A.M. Extra Postage 10 cents.) (Supplementary mail on board up to the time fixed for departure of the mail. Extra Postage 10 cents.) (Letters posted in all the Pillar Boxes in time for the first clearance will be included in this contract mail.) (The parcel mail will be closed at 5 p.m. on Friday, the 10th inst.)

Manila, Zamboanga, Port Darwin, Thursday Island, Cook's Bay, Cairns, Townsville, Brisbane, Sydney, Melbourne, Adelaide and Perth (Late Letters 11:00 to 11:30 A.M. Extra Postage 10 cents.) (Supplementary mail on board up to the time fixed for departure of the mail. Extra Postage 10 cents.) (Letters posted in all the Pillar Boxes in time for the first clearance will be included in this contract mail.) (The parcel mail will be closed at 5 p.m. on Friday, the 10th inst.)

Manila, Zamboanga, Port Darwin, Thursday Island, Cook's Bay, Cairns, Townsville, Brisbane, Sydney, Melbourne, Adelaide and Perth (Late Letters 11:00 to 11:30 A.M. Extra Postage 10 cents.) (Supplementary mail on board up to the time fixed for departure of the mail. Extra Postage 10 cents.) (Letters posted in all the Pillar Boxes in time for the first clearance will be included in this contract mail.) (The parcel mail will be closed at 5 p.m. on Friday, the 10th inst.)

Manila, Zamboanga, Port Darwin, Thursday Island, Cook's Bay, Cairns, Townsville, Brisbane, Sydney, Melbourne, Adelaide and Perth (Late Letters 11:00 to 11:30 A.M. Extra Postage 10 cents.) (Supplementary mail on board up to the time fixed for departure of the mail. Extra Postage 10 cents.) (Letters posted in all the Pillar Boxes in time for the first clearance will be included in this contract mail.) (The parcel mail will be closed at 5 p.m. on Friday, the 10th inst.)

Manila, Zamboanga, Port Darwin, Thursday Island, Cook's Bay, Cairns, Townsville, Brisbane, Sydney, Melbourne, Adelaide and Perth (Late Letters 11:00 to 11:30 A.M. Extra Postage 10 cents.) (Supplementary mail on board up to the time fixed for departure of the mail. Extra Postage 10 cents.) (Letters posted in all the Pillar Boxes in time for the first clearance will be included in this contract mail.) (The parcel mail will be closed at 5 p.m. on Friday, the 10th inst.)

Manila, Zamboanga, Port Darwin, Thursday Island, Cook's Bay, Cairns, Townsville, Brisbane, Sydney, Melbourne, Adelaide and Perth (Late Letters 11:00 to 11:30 A.M. Extra Postage 10 cents.) (Supplementary mail on board up to the time fixed for departure of the mail. Extra Postage 10 cents.) (Letters posted in all the Pillar Boxes in time for the first clearance will be included in this contract mail.) (The parcel mail will be closed at 5 p.m. on Friday, the 10th inst.)

Manila, Zamboanga, Port Darwin, Thursday Island, Cook's Bay, Cairns, Townsville, Brisbane, Sydney, Melbourne, Adelaide and Perth (Late Letters 11:00 to 11:30 A.M. Extra Postage 10 cents.) (Supplementary mail on board up to the time fixed for departure of the mail. Extra Postage 10 cents.) (Letters posted in all the Pillar Boxes in time for the first clearance will be included in this contract mail.) (The parcel mail will be closed at 5 p.m. on Friday, the 10th inst.)

Manila, Zamboanga, Port Darwin, Thursday Island, Cook's Bay, Cairns, Townsville, Brisbane, Sydney, Melbourne, Adelaide and Perth (Late Letters 11:00 to 11:30 A.M. Extra Postage 10 cents.) (Supplementary mail on board up to the time fixed for departure of the mail. Extra Postage 10 cents.) (Letters posted in all the Pillar Boxes in time for the first clearance will be included in this contract mail.) (The parcel mail will be closed at 5 p.m. on Friday, the 10th inst.)

Manila, Zamboanga, Port Darwin, Thursday Island, Cook's Bay, Cairns, Townsville, Brisbane, Sydney, Melbourne, Adelaide and Perth (Late Letters 11:00 to 11:30 A.M. Extra Postage 10 cents.) (Supplementary mail on board up to the time fixed for departure of the mail. Extra Postage 10 cents.) (Letters posted in all the Pillar Boxes in time for the first clearance will be included in this contract mail.) (The parcel mail will be closed at 5 p.m. on Friday, the 10th inst.)

Manila, Zamboanga, Port Darwin, Thursday Island, Cook's Bay, Cairns, Townsville, Brisbane, Sydney, Melbourne, Adelaide and Perth (Late Letters 11:00 to 11:30 A.M. Extra Postage 10 cents.) (Supplementary mail on board up to the time fixed for departure of the mail. Extra Postage 10 cents.) (Letters posted in all the Pillar Boxes in time for the first clearance will be included in this contract mail.) (The parcel mail will be closed at 5 p.m. on Friday, the 10th inst.)

Manila, Zamboanga, Port Darwin, Thursday Island, Cook's Bay, Cairns, Townsville, Brisbane, Sydney, Melbourne, Adelaide and Perth (Late Letters 11:00 to 11:30 A.M. Extra Postage 10 cents.) (Supplementary mail on board up to the time fixed for departure of the mail. Extra Postage 10 cents.) (Letters posted in all the Pillar Boxes in time for the first clearance will be included in this contract mail.) (The parcel mail will be closed at 5 p.m. on Friday, the 10th inst.)

Manila, Zamboanga, Port Darwin, Thursday Island, Cook's Bay, Cairns, Townsville, Brisbane, Sydney, Melbourne, Adelaide and Perth (Late Letters 11:00 to 11:30 A.M. Extra Postage 10 cents.) (Supplementary mail on board up to the time fixed for departure of the mail. Extra Postage 10 cents.) (Letters posted in all the Pillar Boxes in time for the first clearance will be included in this contract mail.) (The parcel mail will be closed at 5 p.m. on Friday, the 10th inst.)

Manila, Zamboanga, Port Darwin, Thursday Island, Cook's Bay, Cairns, Townsville, Brisbane, Sydney, Melbourne, Adelaide and Perth (Late Letters 11:00 to 11:30 A.M. Extra Postage 10 cents.) (Supplementary mail on board up to the time fixed for departure of the mail. Extra Postage 10 cents.) (Letters posted in all the Pillar Boxes in time for the first clearance will be included in this contract mail.) (The parcel mail will be closed at 5 p.m. on Friday, the 10th inst.)

Manila, Zamboanga, Port Darwin, Thursday Island, Cook's Bay, Cairns, Townsville, Brisbane, Sydney, Melbourne, Adelaide and Perth (Late Letters 11:00 to 11:30 A.M. Extra Postage 10 cents.) (Supplementary mail on board up to the time fixed for departure of the mail. Extra Postage 10 cents.) (Letters posted in all the Pillar Boxes in time for the first clearance will be included in this contract mail.) (The parcel mail will be closed at 5 p.m. on Friday, the 10th inst.)

Manila, Zamboanga, Port Darwin, Thursday Island, Cook's Bay, Cairns, Townsville, Brisbane, Sydney, Melbourne, Adelaide and Perth (Late Letters 11:00 to 11:30 A.M. Extra Postage 10 cents.) (Supplementary mail on board up to the time fixed for departure of the mail. Extra Postage 10 cents.) (Letters posted in all the Pillar Boxes in time for the first clearance will be included in this contract mail.) (The parcel mail will be closed at 5 p.m. on Friday, the 10th inst.)

Manila, Zamboanga, Port Darwin, Thursday Island, Cook's Bay, Cairns, Townsville, Brisbane, Sydney, Melbourne, Adelaide and Perth (Late Letters 11:00 to 11:30 A.M. Extra Postage 10 cents.) (Supplementary mail on board up to the time fixed for departure of the mail. Extra Postage 10 cents.) (Letters posted in all the Pillar Boxes in time for the first clearance will be included in this contract mail.) (The parcel mail will be closed at 5 p.m. on Friday, the 10th inst.)

Manila, Zamboanga, Port Darwin, Thursday Island, Cook's Bay, Cairns, Townsville, Brisbane, Sydney, Melbourne, Adelaide and Perth (Late Letters 11:00 to 11:30 A.M. Extra Postage 10 cents.) (Supplementary mail on board up to the time fixed for departure of the mail. Extra Postage 10 cents.) (Letters posted in all the Pillar Boxes in time for the first clearance will be included in this contract mail.) (The parcel mail will be closed at 5 p.m. on Friday, the 10th inst.)

JOINT STOCK SHARES.

Hongkong, August 1st.

COMPANY. PAID UP. QUOTATIONS.

Alhambra \$200 \$100.

Banks—

Hongkong & Shanghai \$125 \$147.

National Bank of China \$10 \$47, sales.

Bank of Communications \$125 \$147.

China Borneo Co. \$12 \$4, buyers.

China Light & Power \$10 \$10, sales & buy.

China Petroleum \$10 \$9, buyers.

Cotton Mills—

Hongkong & Shanghai \$125 \$147.

International \$125 \$147.

Laos Kung Mow \$125 \$147.

Boylee \$125 \$147.

Dairy Farm \$125 \$147.

Docks and Wharves—

H. & K. Wharf & Co. \$50 \$100.

H. & W. Dock \$50 \$100, sales.

New Amoy Dock \$50 \$100, sales.

Shanghai Dock \$50 \$100, sales.

S'hai & H. Wharf \$100 \$100, buyers.

Fenwick & Co. Geo. \$25 \$22, sellers.

Green Island Cement \$10 \$22, sellers.

Hongkong & C. Co. \$20 \$175, buyers.

Hongkong Electric \$100 \$100, buyers.

H. H. L. Tramways \$100 \$100, buyers.

Hongkong Hotel Co. \$25 \$25, sellers.

Hongkong Ice Co. \$25 \$25, buyers.

Hongkong Rope Co. \$10 \$25, buyers.

K'ong S. Waterboat \$10 \$25.

Land and Building—

Hongkong Land Co. \$100 \$111, sales.

Humphrey's Estate \$100 \$111, sales.

Kowloon Land & B. \$100 \$111, sales.

Shanghai Land Co. \$100 \$111, sales.

West Point Building \$50 \$50.

Mining—

Charbonnages \$100 \$100, nominal.

Habs \$100 \$100, nominal.

Philippines Co. \$10 \$5.

Refineries—

China Sugar \$100 \$145, sales.

Luzon Sugar \$100 \$120, buyers.

Steamship Companies—

China and Manchuria \$25 \$21.

Douglas Steamship \$25 \$21.

H. H. L. Steamship \$25 \$21.

Indo-China S. S. Co. \$25 \$21.

Shell Transport Co. \$25 \$21.

Star Ferry \$10 \$22, sellers.

Do. New \$5 \$22, sellers.

Shanghai & H. Dyeing \$50 \$50.

South China M. P. \$25 \$25, sellers.

Steam Laundry Co. \$5 \$5, sellers.

Stores & Dispensaries—

Campbell, M. Co. \$10 \$12.

Fong & Co. \$10 \$12.

Watson & Co. \$10 \$12, sellers.

Watson & Co. \$10 \$12, sellers.

United Asbestos \$5 \$5.

Do. Foundries \$10 \$100.

VERNON & SMYTH.

COMMERCIAL.

CLOSING QUOTATIONS.

Aug. 1st.

ON LONDON—

Telegraphic Transfer \$21 1/2

Bank Bills, on demand \$21 1/2

Bank Bills, at 30 days sight \$21 1/2

Bank Bills, at 4 months sight \$21 1/2

Credit, at 4 months sight \$21 1/2

Documentary Bills, 4 months sight \$21 1/2

ON PARIS—

Bank Bills, on demand \$26 1/2

Credit, at 4 months sight \$26 1/2

ON GERMANY—

On demand \$26 1/2

ON NEW YORK—

Bank Bills, on demand \$51 1/2

Credit, 60 days sight \$51 1/2

ON BOMBAY—

Telegraphic Transfer \$158 1/2

Bank, on demand \$158 1/2

ON CALCUTTA—

Telegraphic Transfer \$158 1/2

Bank, on demand \$158 1/2

ON SHANGHAI—

Bank, at sight \$75 1/2

Private, 30 days sight \$75 1/2

ON YOKOHAMA—

On demand \$103 1/2

ON MANILA—

On demand \$103 1/2

ON SINGAPORE—

On demand \$127 1/2

ON HONGKONG—

On demand \$127 1/2

ON HONGKONG—

On demand \$127 1/2

ON HONGKONG—

On demand \$127 1/2

ON HONGKONG—

On demand \$127 1/2

THE DIRECTORY AND CHRONICLE

FOR

CHINA, JAPAN, COREA, INDO-CHINA

SIAM, STRAITS SETTLEMENTS,

MALAY STATES, NETHERLANDS

INDIA, PHILIPPINES,

BORNEO, &c.

WITH HIGH AND INCORPORATED

THE CHINA DIRECTORY

AND HONG KONG FOR THE FAR EAST

1906.

THE FORTY-FOURTH ANNUAL ISSUE

The DIRECTORY covers the whole of the

ports and cities of the Far East, from Nether-

lands to India, which Europeans reside.

Not only is the Directory as full and complete

in each case as it can be made, but each Colony,

Port, or Settlement is provided with a DESCRIPTIVE

TIONS, carefully revised each year, most of

which will serve as accurate GUIDES FOR THE

TOURIST, giving every detail in connection with

the places, their History, Topography, &c., &c.

The Information in these Descriptions, con-

sisting of a hundred interesting articles, packed

with facts concisely set out, and containing

statistics of the Trade of each Country and

Port, would alone suffice to fill a large volume.

Royal Octavo—Complete with Fourteen

Maps, and Plans, pp. 1,750, \$10.00. Directory

only pp. 300, \$3.00.

The Descriptions and Descriptions are of

CHINA

Peking, Tientsin, Hankow, Shanghai, Canton, Hongkong, Yokohama, Kobe, Manchu, Seoul, Pusan, Harbin, Vladivostok, Port Arthur, Dairen, etc.

JAPAN AND FOREIGN

Yokohama, Kobe, Osaka, Tokyo, etc.

KOREA

Seoul, Pusan, etc.

INDO-CHINA

Hanoi, Haiphong, etc.

SIAM

Bangkok, etc.

MALAY STATES

Singapore, Penang, etc.

NETHERLANDS

Batavia, etc.

INDIA

Bombay, etc.

PHILIPPINES

Manila, etc.

BORNEO

Singapore, etc.

MALAY STATES

Singapore, Penang, etc.

NETHERLANDS

Batavia, etc.

INDIA

Bombay, etc.

PHILIPPINES

Manila, etc.

BORNEO

Singapore, etc.

MALAY STATES

Singapore, Penang, etc.

NETHERLANDS

Batavia, etc.

INDIA

Bombay, etc.

PHILIPPINES

Manila, etc.

BORNEO

Singapore, etc.

MALAY STATES

Singapore, Penang, etc.

NETHERLANDS

Batavia, etc.

INDIA

Bombay, etc.

PHILIPPINES

Manila, etc.

HONGKONG, CANTON, MACAO & WEST RIVER STEAMERS

JOINT SERVICE OF THE HONGKONG